

J. P. Ellames Esq

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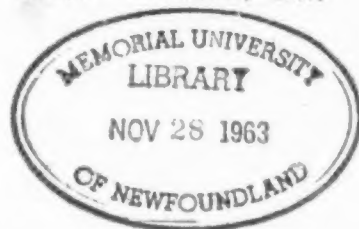
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CRUISE
OF
H.M.S. CLEOPATRA,
1892-1895.

BY

WILLIAM TAIT, M.B.,

STAFF SURGEON, R.N.



Plymouth

C. MANSFIELD, LETTERPRESS, COLLOTYPE, AND LITHOGRAPHIC PRINTER,
87, TREVILLE STREET,



TO
THE HON. ASSHETON G. CURZON-HOWE, C.B.,
COMMODORE,
THIS BOOK,
FOR MANY KINDNESSES RENDERED, AND AS A TOKEN OF RESPECT
AND ADMIRATION,
IS DEDICATED.

PREFACE.

This Book has been written and the illustrations prepared with the object of commemorating the three years' Commission of H.M.S. Cleopatra, and with the hope that it may recall pleasant memories of pleasant places, and pleasant days, spent in the heat of the Tropics, as well as in the cold of Northern Regions.

If this effort to preserve the incidents of a happy commission should prove successful, the writer will be more than satisfied.

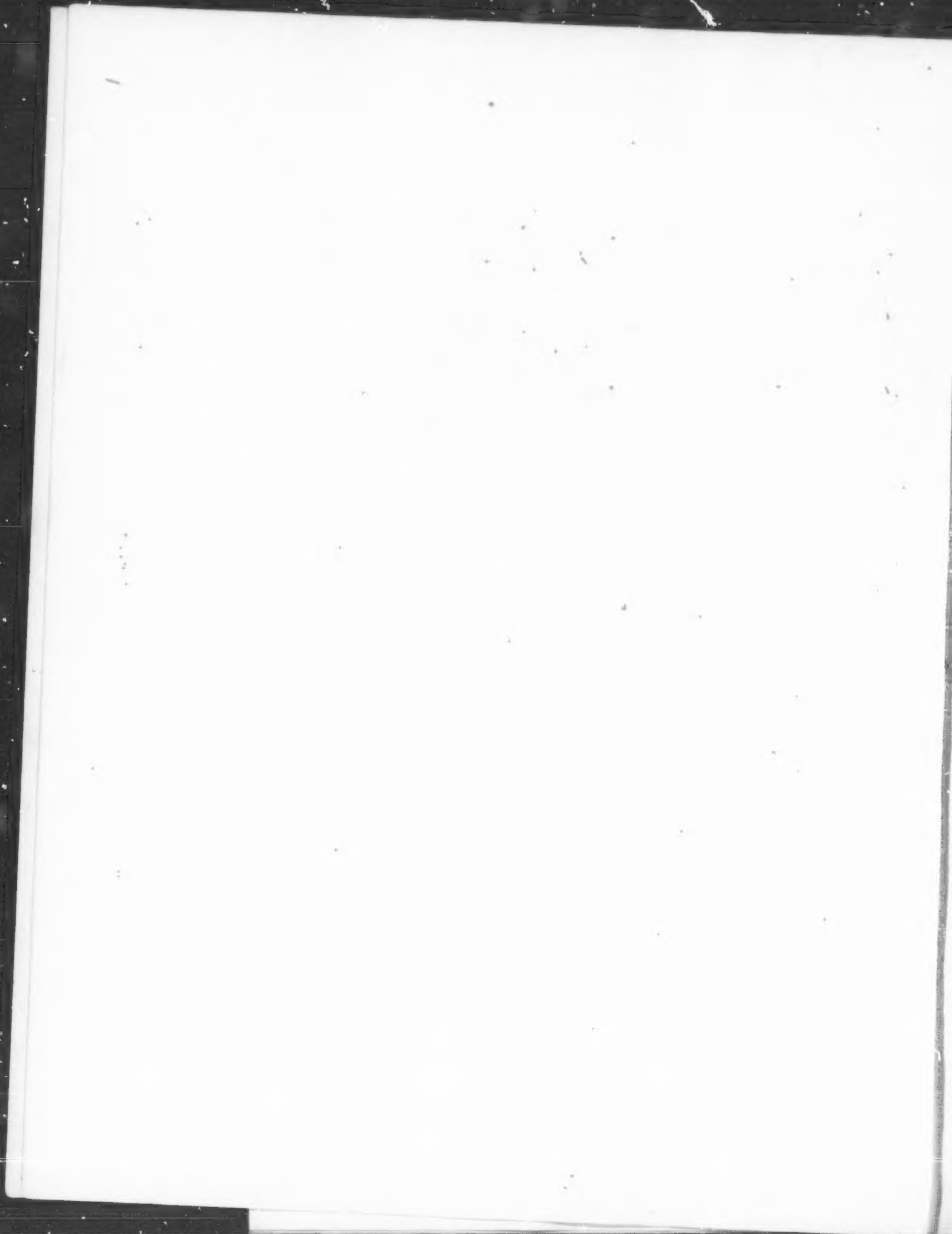
W.T.



Photograph by W. Tait, R.N.

H.M.S. Cleopatra.

Collyer by C. Mansfield, Plymouth.



CHAPTER I.

COMMISSIONING.

ON the morning of 21st September, 1892, H.M.S. Cleopatra, lying in dry dock at Keyham, was commissioned for service on the North American and West Indies Station, and to act as Commodore's ship during the Newfoundland fishery season. The Cleopatra, Screw Cruiser, 3rd Class, was built in Glasgow in 1878 along with five other ships of the same class. The material is steel with copper sheathing. Length 225 feet, beam 44 feet 6 inches, displacement 2,380 tons, horse power 2000, speed 13 knots, armament 4 6-inch B.L.R. guns, 8 5-inch do, 4 3-pdrs. quick firing, and 6 machine guns, with two boat guns, and two torpedo tubes above water.

The complement numbered 285 officers and men. The officers appointed to the ship had assembled on the upper deck to receive the Captain, the Hon. A. G. CURZON-HOWE, who punctually at nine o'clock stepped on board, when the pennant and ensign were hoisted, and the ship declared in commission. The officers being nearly all strangers to each other and to the Captain, were introduced to the latter by the First Lieutenant, R. B. COLMORE.

The following is a list of the officers who commissioned the ship:—

Captain . . . Hon. Assheton G. Curzon-Howe, C.B.,
21st September, 1892.
(Commodore and Class during Newfoundland fishing
season, from May to October.)
Secretary . . . William V. T. Leonard,
21st September, 1892.
Lieutenant . . . (N) Sackville H. Carden,
15th August 1892.
Lieutenant . . . (G) Reginald B. Colmore,
21st September, 1892.

Lieutenant . . Arthur J. Henniker, 21st Sept., 1892.
Reginald Y. Tyrwhitt, 21st Sept., 1892.
Lieutenant R.N.R. David L. Neilson, 21st Sept.,
1892.
Lieutenant Mar. William A. Harris, 21st Sept 1892.
Chaplain and } Rev. Ernest G. Cull, M.A.,
Nav. Instr. } 26th December, 1892.
Staff-Surgeon . William Tait, M.B. 21st Sept. 1892.
Staff-Paym . Cunyngham Scales, 21st Sept., 1892.

CRUISE OF H.M.S. CLEOPATRA.

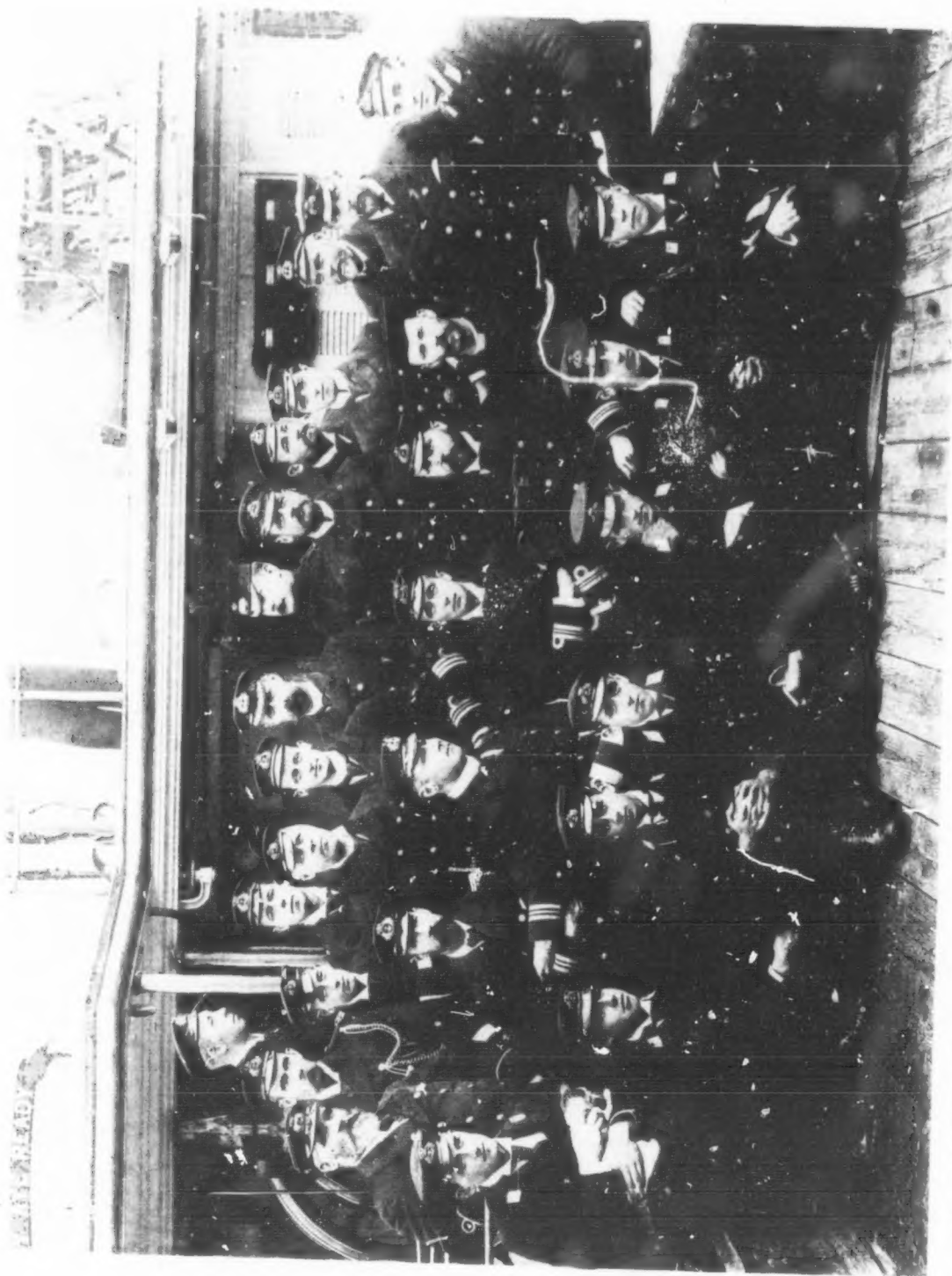
<i>Ch. Engineer</i> , John S. Fussell, 15th August 1892.	<i>Midshipman</i> Rafe G. R. Conway, 21st Sept., 1892.
<i>Sub.-Lieut.</i> ..Harry C. Boyle, 21st Sept. 1892.	Claude A. Rombulow Pearce,
<i>Engineer</i>Alfred E. C. Deacon, 26th Aug. 1892.	21st September, 1892.
<i>Gunner</i>Edward Pears, 12th August, 1892.	Francis R. Wood, 21st Sept., 1892.
<i>Boatswain</i> ..Peter Shea, 27th August, 1892.	Horace C. Watson, 21st Sept., 1892.
<i>Carpenter</i>John F. Jeffery, 7th Sept., 1892.	Henry P. Douglas, 21st Sept., 1892.
<i>Midshipman</i> Cyril B. Hampshire, 21st Sept., 1892.	<i>Naval Cadet</i> , Walter L. Allen, 21st Sept., 1892.
	<i>Clerk</i>Leonard F. Vizard, November, 1892.

The day on which a ship is commissioned is a day to be remembered, and is never forgotten by anyone who has experienced it. On this day one first becomes acquainted with future messmates, messmates with whom you have to live in the most intimate relations for three years or more, for weeks or months, probably never out of sight of each other. It is, therefore, but natural that there should be a little anxious scrutiny in endeavouring to detect any little peculiarity or mannerism, which may assist in forming a mental picture of one's future existence during the next three years.

During the first week or fortnight of the commission, both officers and men have plenty of work to do. In a masted ship, besides the general work of the ship itself, there are the rigging, masts, and sails to be refitted, stores of every description to be drawn from the dockyard, with all the munitions of war which go to make up a fighting ship.

Then the Officers have to form a mess, choose a mess committee, select a mess and wine caterer, and procure the mess requisites, consisting of plate, crockery, glass and furniture of various kinds. The dockyard, too, in the neighbourhood of a ship recently commissioned, has quite a lively appearance, carts and waggons laden with government stores are arriving all day long, while the large private firms and smaller tradesmen pile up the jetty with provisions, wines and various articles necessary for a long cruise. Nor are the men forgotten during all this commotion, for their canteen, which is managed by a committee from the lower deck, with a Lieutenant as President, has to be well stocked with groceries, tinned meats, sardines, cheese and other toothsome delicacies before leaving England.

It was not until the 26th of October that we were ready to go into the sound, and proceed outside the Breakwater for an hour's steam trial of the engines. We



Photograph by *McTear & Co.*
Glasgow & Co., Halifax.

Captain and Officers of H.M.S. Cleopatra.

Calotype by *C. Mansfield, Plymouth.*

intended going outside again the next day for a three hours' trial, but a south-westerly wind which sprang up during the night, prevented any attempt being made in that direction; the trial was accordingly postponed until the 28th of October. On the successful completion of these trials, we returned to a buoy in Barn Pool. Here the Captain entertained H.R.H. the Duke of Edinburgh and his Staff at dinner, and invited the heads of the several departments on board to meet him. We were to be inspected by H.R.H. the Duke of Edinburgh on November the 2nd, but again the weather proved unpropitious, south-westerly gales with torrents of rain causing the inspection to be postponed until the next day.

The sun rose on the 3rd of November in an unclouded sky; the wind had completely gone, and the air felt fresh and invigorating after the storm and rain of the previous day. The Duke and his Staff arrived on board at 10 a.m., and stayed about two hours. Before leaving, he in his usual gracious and happy manner, which has made him so beloved in the Naval Service, complimented the Captain on the appearance of his ship, and expressed best wishes for our welfare during the commission.



CHAPTER II.

PLYMOUTH TO MADEIRA

ALL preparations for sea having now been completed, everyone being on board, we slipped from the buoy in Barn Pool at 5 p.m., on November the 3rd, and in the lessening light steamed slowly away to the south and west. The day which had broken so fair had now completely changed, the wind, which had risen, shifted gradually into the south-east; the sky was overcast with heavy lowering clouds away to seaward, and every sign indicated bad weather. We had not long to remain on deck to see the last of dear old England, which rapidly faded away in gloom and darkness, and left us with the depressing conviction that we had seen the last of home for three years; alas! for some of us it was to be for ever.

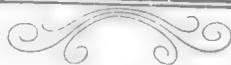
The morning after leaving England found us labouring heavily in a strong south-westerly gale, with frequent rain squalls, and a nasty sea. All through the night the Cleopatra had been showing us what she could do in the way of rolling, pitching, and corkscrew-like motions. One fell into that semi-conscious state, which in bad weather at sea passes for sleep, clutching tightly the front of the bunk to prevent being pitched out, and listening to the crash of crockery and glass, and the heavy thud of the sea as it came in over the forecastle. Her lively disposition, fantastic gambols, and unseemly behaviour at sea, quite eclipsing her namesake the Egyptian Queen, produced a very unfavourable impression which was not removed after more extensive experience. But besides this mental, there was produced a physical impression, which betrayed itself in spite of the strenuous efforts of its victims, by blanched looks, a sudden desire for fresh air on the upper deck, and a deserted breakfast table.

It was several days before we could accommodate ourselves to our surroundings, and to the vagaries of the Cleo's movements; meanwhile we were hurrying on to Madeira at the speed of about 200 miles per diem. We were leaving behind us the cold grey skies and stormy waters of the English Channel, and coming into a temperature approaching that of an English summer, with its bright sun, cool northerly breeze, and blue sparkling sea; and life again began to have its attractions, more especially to those who look upon themselves as fine weather sailors. An unfortunate accident occurred during this voyage, whereby a private Marine, William Bishop, lost his life by falling overboard. We were at general quarters, about 200 miles north of Madeira, the weather being fine, when Bishop, in trying to open one of the gun ports, overbalanced himself, and fell into the water. The ship was stopped at once, a lifebuoy thrown, and a boat lowered, but although we cruised over the spot for an hour or more, nothing was ever seen of him; poor Bishop was unable to swim.

As day broke on the 11th of November, Madeira arose right ahead like a huge mountain jutting out of the haze, in a bluish grey mass, with clear jagged outline, and by 6-30 a.m., we had dropped anchor in Funchal Roads, on the south side of the Island. After a satisfactory interview with the Health Officer, who is a most important functionary in the Island of Madeira, we were allowed to visit the shore. The mode of landing here is the primitive one of running the boat on the beach, and if there is a swell, the chances are in favour of the passenger being doused in salt water. It is most refreshing to the seafarer, especially if he should have left England in the winter, to gaze upon the thickly wooded slopes of Madeira, with its white-washed villas peeping out of the dark green masses of vegetation, with here and there clusters of the purple blossoms of *bougainvillea* and other flowers.

Madeira is to the ships going south and west, what Gibraltar and Malta are to ships going to the east, the first foreign port of call. There are certain things that must be done by the junior Naval Officer during his first visit to Madeira. First, he must walk to the convent, about 2 miles above the town, and there launch himself in a wicker-work sleigh, like a large clothes basket on runners, which, guided by two or three men, glides down a comparatively straight road at terrific speed. Half way down

he is dragged into a gare to refresh himself with the wine of the country, when of course, the guides are not forgotten; and then on to Funchal. This mode of progression is the nearest approach to tobogganing that one can conceive, but instead of keen frosty air, you rush through the balmy air of a hot summer's day. Then, if the financial outlook be bright, he engages a pony to ascend the Grand Curral. The ponies climb like cats, and have not only the rider to carry, but have also the guide, who attaches himself to the tail, to drag up the hills. A visit to Miles' Hotel, and a voyage in a bullock sleigh, which takes the place of a hansom, and progresses at the rate of two and a half to three miles an hour, slipping and sliding over the smooth cobbly stones with which the streets are paved, complete the chief attractions of Madeira.





Photograph by W. Faint R. N.

Mangrove Swamp, Bermuda

Cartotype by C. Mansfield, Plymouth.



CHAPTER III.

MADEIRA TO BERMUDA.

WE left Madeira at 5 p.m., on the 16th of November, after taking in stores, and continued our course to the south and west. The reason for our southerly course was to get into the latitude of the north-east trade winds, and thereby gain the assistance of our sails. We steered a southerly course until noon, on the 19th of November, being then in Lat. 24°55' N., and although we found the trade-winds, they were so very light that we had to proceed under both steam and sail, our progress under sail alone being only from 50 to 70 miles a day. It was not until the morning of the 7th of December that Bermuda hove in sight—a welcome sight, indeed, to many, after twenty-three weary days in crossing the Atlantic. During these three weeks, we had dipped into the tropics and out again; and although we were in white clothing, the air was delightfully tempered by the north-east trade wind. The same wind which in England drives us indoors to shiver over the fire, and nurse our aches and pains, in the tropics brings nothing but healthy pleasure and renewed vigour. For exercise we had deck cricket—a game compounded of cricket and rounders—horizontal bar, and clubs.

We picked up a coloured pilot several miles outside the reefs, and proceeded through the narrows to Murray's anchorage, where we ran torpedos, and then went up to Grassy Bay, and made fast to a buoy. In entering Bermuda, the ship winds its way between patches of living coral covered with a perfect garden of marine vegetation of all colours. The white coral sand of the bottom, and clear transparent water, give a varying and shifting display of colour from purple, through blue to pale green. It is these resplendent colours of the sea which give the peculiar beauty to Bermuda scenery.

Bermuda, or Somer's Island (so called from Sir George Somers, who was wrecked here in 1609), consists of a group of low-lying islands and detached rocks, numbering considerably over three hundred, which are clustered into a long line like the links in a chain, nowhere over five miles in breadth, and mostly only a few hundred yards. This narrow strip of land is doubled on itself, and has the Dockyard with the Naval establishments at one end, and the town of St. George's at the other; and in the bight, or hollow, lies the town of Hamilton, with its harbour, the Great Sound, and the anchorage of Grassy Bay. One can walk from the Dockyard to St. George's, a distance of about twenty-five miles, without a break, except the ferry between Somerset and Boaz, and even this is being bridged, so that soon the road will be continuous from island to island.

Captain Pinder, R.N., selected Ireland Island as a site for the Dockyard, which with the breakwater, and other Government establishments, was built by convicts who were sent out to Bermuda for that purpose in 1824. Ireland Island is altogether Naval, except a handful of soldiers, who act as guard at the Dockyard gates. As one writer says: "Every house in it is Admiralty property, and inhabited by every variety of Dockyard Official, from the Captain-in-charge, down to the junior washerwoman of the Royal Naval Hospital. The very soda-water bottles have R.N. blown in their sides, and the lamp-lighter is a gentleman in uniform." The floating dock, which is a never failing object of interest to visitors, is the largest in the world, measuring 381 ft. in length, 123 ft. in breadth, and is capable of lifting a ship of 10,000 tons displacement. It was towed to Bermuda in 1869, by two ironclads, reaching the island after a passage of thirty-five days, and occupies a considerable portion of the Camber.

The formation of the Bermuda Islands is all coral: the rock is formed of wind-blown coral sand. This formation may even now be seen in process near Paget, where cedar trees are being buried in sand. Treacherous reefs of living coral surround the islands, extending on the north and west many miles from the land, and everywhere covered at high water, except a few pinnacles 10 or 12 ft. high called the "North Rock," about nine miles from the shore. Through these reefs there is only one narrow tortuous passage, which is carefully buoyed, and which leads to the



Photograph by W. Tait, R.N.

Lily Field, Bermuda

Colotype by C. Mansfield, Plymouth.

town of St. George and Murray's anchorage. From Murray's anchorage the channel follows the land until opposite the dockyard, where we have the Naval anchorage of Grassy Bay. Grassy Bay is separated from the Great Sound and Hamilton by the Stagg's Reefs, through which a passage is at present being cut by Messrs. Pearson, of London.

The soil is poor, being mostly composed of coral sand, but is eminently adapted for bulbs, of which the natives grow immense quantities, in the form of onions and lilies (*lilium longiflorum*), for export to New York. Cedars and Palmettos are the two commonest indigenous trees on the islands. The porous nature of the soil absorbs the rain almost as rapidly as it falls, there are, therefore, no fresh water wells, springs, or brooks; all the drinking water must be collected from the roofs of houses, &c, and stored in tanks. The quality of the water is remarkably good in Ireland Island where care is taken of the tanks and houses.

The climate of Bermuda varies greatly, the best season is during the months of November, April, and part of May. Then it is one gets the most equable and agreeable temperature. During the winter months of January, February and March, Bermuda is visited by strong winds and frequent rains, and in the summer months the heat becomes oppressive, especially during September, which is looked upon as the most trying month in Bermuda. The humidity of the atmosphere is one of the greatest disadvantages to the climate, and although the summer temperature seldom exceeds 86°, the amount of oppressiveness and disinclination for exertion would lead one to infer a much higher temperature.

Americans flock to Bermuda in large numbers during the winter months; the earliest arrivals being generally in the beginning of December. They patronise chiefly Hamilton, where there are some large hotels conducted on the American system, and which are only open during the winter months. The Americans begin to leave in April, and generally have all left before the end of May. Hamilton is the principal town in the island, and is the seat of the Government; and during the winter months is full of gaiety, light, and fashion. St. George's, the former capital of Bermuda, long disputed with Hamilton the right to be considered the chief city and centre of attraction.

Almost the only recreations in Bermuda are lawn tennis and cricket. The lawn tennis club ground in Ireland is on a piece of reclaimed land, near the Naval Hospital. Here the residents and Naval Officers indulge in play on Wednesdays and Saturdays. On Wednesdays tea is provided, and the Flagship's band plays when the ship is in harbour. The Naval cricket ground is in Somerset, and matches are usually played on Thursdays and Saturdays. Snooting, fishing, and riding can scarcely be said to be sports patronised in Bermuda, although keen fishermen occasionally hire a large boat and go out eight or ten miles to fish on the reefs. A stray snipe, or plover, is occasionally blown to Bermuda shores in the fierce winter gales.

Bermuda has long borne an evil reputation, and even before Shakespeare wrote of the "Still vex'd Bermoothes," Bermuda and its neighbourhood had acquired an unenviable notoriety for storms and bad weather.

The islands were long supposed to be haunted by spirits, witches, or devils, and were at one time known as the "Devil's Islands." Ships that came within the influence of these enchanted isles were looked upon as doomed, and the islands were shunned and dreaded alike, by mariners and adventurers. All this we can understand, when we consider the old sailing ships, the variable strong winds, the frequent storms, the outlying reefs, and charts badly surveyed, or not surveyed at all.

We remained in Grassy Bay, except for six days, when we went into the Camber to coal, &c., until the evening of January 3rd, when we proceeded to Murray's anchorage preparatory to our West Indian Cruise.



Photograph by W. Tait, R.N.

Royal Naval Hospital, Bermuda.

Collotype by C. Mansfield, Plymouth

CHAPTER IV.

BERMUDA TO ANTIGUA.

WE weighed anchor at 8 a.m. in company with the Blake, Tourmaline, Mohawk, Pelican, and Buzzard, and proceeded towards the West Indies. On our way south we had fleet evolutions every forenoon. The weather, which was stormy when we started, improved as we approached the tropics. On the morning of January 10th, we sighted the low land of Barbuda, which we skirted on our starboard hand, and arrived in St John's Harbour, Antigua, the same day at 1 p.m. We anchored in the outer anchorage, about three miles from the town of St. Johns; and were joined by the Magicienne, Tartar, and Partridge, which ships had been lying in English Harbour on the other side of the island. During our passage H.M.S. Tourmaline broke down in her machinery and was left behind.

Antigua lies in lat. $17^{\circ} 6'$ N. and $61^{\circ} 45'$ long. It is one of the Leeward islands, and the most important of the group, being the seat of the Government and the residence of the Governor, SIR WM. FRED HAYNE-SMITH. The population is about 34,000.

Antigua had once a large Military Garrison and a Naval Dockyard, but here, as elsewhere in the West Indies, nothing remains of the military occupation except the ruins of barracks, fortifications, and old smooth-bore guns, while the dockyard is deserted, but for a caretaker. Speaking generally, the military barracks in the West Indies, especially when near a town, are occupied by the police, or converted into workhouses, leper hospitals, gaols, and other public institutions. When not used for such purposes they are allowed to fall into decay.

The first thing that strikes one on landing at Antigua is the crowd of idle men and women lounging about the pier and streets. It is no exaggeration to say a crowd, because one has to struggle to obtain a footing on the jetty, and then to elbow and fight his way through a joking, laughing mass of coloured natives, to gain the

street. It may be asked why they congregate at the landing steps? It may be from mere curiosity to see the boats and naval men land from the ships, and a desire to display their good humoured wit and jokes, often at the expense of the stranger; but this curiosity is combined with an irresistible attraction for social gatherings and gossip, so dearly loved by the negro race. A few of the women have bananas, oranges, pines, and other fruits for sale, but they do not appear anxious to find purchasers. There is generally a large staff of police on duty, but one never sees them interfere with anyone of mature age, although occasionally a couple will pounce upon a boy of eight or ten years and march him off amidst jeers and laughter from the crowd.

The town of St. John's must have been at one time in a much more flourishing condition than at present. The streets are wide, and well laid out, the houses large, airy, and well built, but now in a ruinous and dilapidated state. Enough remains to show the former prosperity of the place. Everywhere one sees the signs of ruin and decay; dwelling houses, and warehouses shut up, or falling rapidly into disrepair, jalousies broken, glass wanted in the windows; while the want of paint for the wood-work is almost universal. The inhabitants are mostly black, and appear lazy, idle, and indifferent either to the comfort of riches, or the miseries of poverty.

On January the 12th, we landed men from the fleet for a Naval Review. It was intended to leave the ship at 8-30 a.m., but owing to the heavy rain, we did not land until 1-30 p.m. The "shore" challenged the Fleet to a tennis tournament, and beat us easily; the tennis courts here are in very good order, and the players are also very good. On the 13th, a rifle team of Officers shot against the local rifle club, the club securing the victory. We were entertained most hospitably, being driven out to the rifle range, provided with an excellent lunch, and driven back again. The Governor gave a ball in the evening.

On January the 14th, we had the usual cricket match—usual, because without exception, we had at least one cricket match at each island we visited in the West Indies. The residents in Antigua, both white and coloured, are most enthusiastic cricketers and have an excellent ground, but our eleven, captained by Lieut. CARDEN, scored an easy victory, having only ten runs to make in the 2nd. innings.

CHAPTER V.

DOMINICA.

ON Sunday, January the 15th, we weighed at 6-30 a.m., and proceeded under sail, with fires banked. We passed Guadeloupe, a French island, on the port beam, Montserrat on the starboard, and anchored in Roseau Bay, on the south west coast of Dominica, on Monday, at noon. Of all the West Indian Islands, Dominica is the loveliest and most picturesque. It is extremely mountainous, some of the peaks rising to a height of 4000 feet, and densely clothed with vegetation, which far from presenting to the eye one uniform mass of green, varies immensely, from yellow through all the shades of green to pale cobalt blue, and the showers of rain, which for ever pass across the slopes of the mountains, give, with the bright hot sun, all the iridescent hues of the rainbow. It is very rare to see the tops of the mountains, around which clouds are constantly forming, driven by the steady north-east trade wind, and as constantly discharging their contents as heavy showers of rain, on the western slopes. The climate of Dominica is very moist, the showers may be hourly, and often fall from a cloudless sky with bright sunshine. The rainfall is least on the sea coast, and increases as you advance up the hills; it is given in books as 83 inches annually, but 140 and 180 inches were registered on an estate quite low on the hills.

The greater part of the island is inaccessible and unexplored, and only a strip along the coast is cultivated. Owing to the great humidity and rank vegetation, the island is extremely unhealthy, malignant malarial fevers being very prevalent. Prince Rupert's Bay, on the north-west of the island, was once an important port, but being situated on an alluvial plain, like many other West Indian Towns, is very fatal to Europeans. The island is of volcanic origin; hot springs still exist, and sulphur

is thrown out in abundance by the soufrieres. Although the largest of the Leeward group, Dominica contains very few white inhabitants, only between 300 and 400; the blacks number about 26,000; and the Caribs, who have a small settlement on the windward side of the island, are yearly becoming fewer. The military have been withdrawn many years, and the barracks converted into police barracks, hospitals, and other public institutions. There is good fishing in the streams between Roseau and Prince Rupert town, fresh water mullet, of about 2-lbs. weight, take the artificial fly, but the natural grasshopper is the most deadly bait.

During our stay here, the inhabitants gave a regatta for the fleet, both sailing and pulling races, with prizes for the men. Captain CURZON-HOWE won the sailing race for galleys. A cricket match between the fleet and shore was won by the former; a like result attended the tennis tournament. Commissioner LE HUNT gave a ball at Government House which was well attended.

The principal productions here are cocoa, lime, and coffee. Sugar is now rather falling into a secondary importance, while cocoa, limes, and coffee are coming rapidly to the front. The limes are grown chiefly for the production of citric acid.



Bullock Waggon, Dominica.

CHAPTER VI.

ST. LUCIA AND ST. VINCENT.

WE left Dominica at 6 p.m., on January the 19th, and proceeded to St. Lucia, where we anchored the next morning at 8 o'clock. St. Lucia is the largest of the Windward group of islands, and has lately been raised in importance by the establishment of a garrison, and by converting the harbour into a coaling station. The military are stationed on the summit of the "Morne," a mountain close to Port Castries, 800 feet high. The camp ought to be, and is considered very healthy; a strong trade wind constantly blowing over the top of the mountain keeps the temperature cool and pleasant.

Port Castries is one of the best harbours in the West Indies, and has been much improved by dredging and the building of coaling wharves, on which a large supply of coal is constantly stored. The harbour and approaches have been strongly fortified. We were coaled alongside the wharf by black women, who carry the coal in baskets on the head. The weather was hot and oppressive, and the port being completely surrounded by hills, is sheltered from all winds, which renders the town much more unhealthy than the barracks on the hill.

The great scourge of St. Lucia is the *Fer-de Lance*, or rat-tailed snake, which is found not only in St. Lucia but also in the French possessions of Martinique and Guadeloupe, and is a native of Guiana, on the South American Continent. The bite from this reptile rapidly proves fatal, and although its numbers may have been exaggerated, there can be little doubt that it is yet fairly numerous in the bush. Sugar is still the chief production of the island, but cocoa is also extensively cultivated. Sugar is grown here on the Central Factory System. The scenery in

St. Lucia is very grand, and resembles Dominica ; its mountains, thickly clothed with forest, run up to a height of over 2000 feet. It also resembles Dominica in its abundance of rain and malarial fevers.

We left St. Lucia at 6 a.m. on January the 23rd, and anchored in the bay of Kingstown, St. Vincent, the same afternoon. The island is volcanic, and was visited by a severe earthquake and eruption in 1812. The area of disturbance was felt over the greater part of the West Indies and Central States of America ; many of the estates in St. Vincent were ruined ; and so violent was the eruption, that the next day at Barbados, eighty miles to windward, the sun was obscured, and amidst intense darkness, a fine black dust fell to the depth of several inches. There is still an active volcano in St. Vincent, called the "Soufriere," at an altitude of 3000 feet. The inhabitants number about 50,000, and are chiefly black. The fleet was beaten in both the cricket match and lawn tennis tournament, played in Kingstown. The cricket pitch is entirely devoid of grass, and is covered with gravel and hard clay, so that to play well on such a ground would require a considerable amount of practice.

The Administrator gave a dance at Government House, which is situated in the Botanical Gardens, about a mile from the town.

During our stay here, we had heavy squalls of rain and wind, sweeping down from the hills which surround the harbour in the form of a semicircle, making the Bay dangerous for boat sailing.

The chief exports are nutmegs and arrowroot, and, of course sugar ; *on dit*, that the price of arrowroot has fallen much, owing to over production.





Copyright by C. Mansfield, Plymouth

Government House, St. Vincent.

Photograph by W. Tait, R.N.



CHAPTER VII.

BARBADOS AND GRENADA.

ON January the 25th we prepared to steam against the strong trade wind to Barbados—which is the most easterly or windward of all the West Indian Islands—by sending down the lower yards and gallant masts. We weighed anchor at 6-30 p m., and after a night of pitching and plunging against a head sea, arrived in Carlisle Bay, Bridgetown, the chief town of Barbados, at 8 a.m. on the 26th of January. The island of Barbados comprises about 106,000 acres, and differs from the other West Indian Islands nearly the whole area being under cultivation. Sugar still holds its own as the chief production. The old sugar mills were driven by wind, but the newer mills have steam as a motive power. The island is thickly populated about 182,000, of which 18,000 are whites, the remainder coloured. Barbados is almost the only West Indian Island where we see the negro doing a hard day's work, not that the negro in Barbados loves work, but that he may live. There are no unreclaimed lands for him to squat upon and spend his days in idleness, while fed by the indulgent hand of nature, which in the West Indies produces all the necessaries of life without toil or trouble. The negro in the West Indies, generally, has merely to sit under the shade of the cocoa nut palm, and wait for the ripe fruit to drop into his lap, or stretch out his hand to gather the banana, and bread fruit; while yams, sweet potatoes, oranges, and pine apples scarcely require any cultivation. But a too indulgent nature, like a too indulgent mother, spoils her children, and the industrious negro of Barbados compares favourably with his more fortunate, or unfortunate brethren, in other West Indian Islands.

Barbados is the head quarters of the Military in the West Indies, both British and West Indian troops being stationed here. The climate is, on the whole, reckoned

healthy, but elephantiasis and leprosy are endemic amongst the coloured race, and yellow fever has, at intervals, visited the island with disastrous effects. We had the Fleet Regatta here, both sailing and pulling races. The usual West Indian hospitalities were presented to the fleet—dances, cricket matches, and dinners.

From Barbados we ran with a fair wind down to Grenada, and anchored in the harbour off the town of St. George, at 2 p.m., on the 3rd of February. We anchored in the outer anchorage; the inner harbour is one of the finest in the West Indies, and is wholly enclosed by high lands, except the entrance of about 200 yards, which renders the harbour and town very hot. On the left, on entering the harbour, perched on the top of a hill, are the remains of an old fort and barracks, now occupied by the police; and scattered over the steep slopes of the semicircle, enclosing the harbour, is the town of St. George.

The island is volcanic, and it is quite evident that the port is the crater of an extinct volcano, while another extinct crater forms a lake, "Grand Etang," at a height of 1,740 feet above sea level. The scenery on the way to the "Grand Etang" is very fine and picturesque; the lake itself being surrounded with bamboos and tree ferns, while the air feels cold and invigorating, especially when compared with the sweltering heat of the valleys below. We had the usual cricket match, which we won by nearly an innings; also some excellent dances.

Cocoa and nutmegs seem to be the principal productions, but coffee and sugar are also grown.

The timber of the island includes some very valuable woods. There is a fine Botanical Garden, about two miles from the town, in which are grown young plants for the estates, coffee, nutmegs, &c. The weather was very showery during our stay here, and the annual rainfall must be very heavy, from the high mountains (3000 feet), and rank vegetation. There are very few white inhabitants in Grenada.





Barbados



CHAPTER VIII.

TRINIDAD.

WE left Grenada at 6 p.m., on the 6th of February, and proceeded to Trinidad, the most southerly of all the West Indian Islands, and only about seven miles from the continent of South America. The morning after leaving Grenada we found ourselves heading towards a range of mountains appearing at a distance to be one continuous range, but in reality they were the highlands of South America on the right, and the island of Trinidad on the left. As we approached, the haze, which enshrouded the land, gradually dispersed, and we saw the hugh green wall of vegetation split and soon open out into a narrow passage between some islands called "Boca de Monos," or Monkey's mouth.

We steamed into this opening, which is only a few hundred yards across. On either side precipitous mountains rise to a height of 800 or 1000 feet, densely clothed with timber and shrubs from their summits down even to the water's edge; behind, we had left the trade wind and swell of the Atlantic; before us, lay the narrow tortuous passage, calm as the proverbial mill pond, leading into the Gulf of Paria. This is one of the most delightful stretches in the West Indies, at every turn a new panorama is presented to the spectator, here and there, in nooks and bays, we see a fisherman's hut surrounded by cocoanut trees and bananas, and backed by the primeval forest, while his boat, nets, and fishing gear lie scattered on the white sandy beach in front. Occasionally we see a better built house, a villa, perched on some island or promontory, and evidently belonging to some wealthy resident in Port of Spain, who seeks, in this secluded spot, relief from the cares and worry of business, and spends his time in a delicious *far niente*. All here is peace and quietness, save for a splash of a pelican which is hovering over a shoal of fish, and ever and again shoots down upon its finny prey, which he seldom or never misses.

We soon glided into the bay of Paria, which is a vast sheet of shallow, turbid water, with muddy bottom. The turbidity or muddiness is due to the deposit brought down, chiefly by the great river Orinoco, and is visible many miles to seaward. Our passage through the bay was marked by a long yellow streak in our wake, caused by the screw churning up this deposit, which has filled up the harbour to such an extent that we had to anchor three miles from the shore.

The town of Port of Spain stands upon a low flat alluvial plain, at the foot of a range of hills. It is certainly the finest, best built, and most prosperous looking town to be seen in the West Indies. The mercantile part of the town near the sea, is built in the old Spanish style, heavy sombre looking buildings with large massive doors and windows. The streets, which are mostly paved with asphalt procured from the neighbouring pitch lakes, have each one or two open gutters, along which flows a constant stream of water. The residential part of the town is laid out in detached villas, surrounded by gardens, and has a light and airy appearance. Beyond the town, and between it and the hills, lies the Savannah, which resembles a large English park. Here are lawn tennis courts, cricket pitches, and a racecourse with pavilions and other accessories; while under the hugh spreading trees graze herds of cattle. These cattle are mostly of the East Indian breed, and have evidently been imported by the Coolie, who almost invariably acts as herdsman and milkman.

Just beyond the Savannah, at the foot of the hills, stands Government House. The house is a superb structure, substantially built, surrounded with spacious verandahs and covered with tropical creepers; the rooms are large and airy, and altogether, it is the best official residence in the West Indies. The Botanical Gardens surround the house, and are extensive and magnificent in their wealth of vegetable growth, especially rich are they in orchids, and though every variety of palm, and what we are accustomed to call hothouse trees and shrubs flourish here, yet the economical part of the vegetable kingdom is not neglected, nutmegs, cocoa, several varieties of coffee, and fruit trees from every clime being found in rich profusion.

One of the first things that strikes a stranger on entry into the town of Port of Spain, is the crowd of black vultures (*vultur papa*,) "King of the Corbeaux," which perform the duty of scavengers, and appear to do it well. They, like the scavenger



Savannah Trinidad.

Copyright 1911 by the Trinidad, Trinidad



dogs of the eastern cities, seem each to have his own particular district to superintend. Every house and courtyard has its corbeaux, which may be seen sitting patiently in rows on the roofs and walls, spreading their wings to the sun, waiting for some savoury scrap to be thrown into the street. They are tame, and go leisurely about their work on the crowded street, undisturbed by the noise and bustle of traffic. Fish salesmen, and butchers' shops, as may be imagined, are zealously guarded by a crowd of these vultures, while high overhead, the sky is studded with dark spots, the same birds wheeling in majestic circles until lost to sight. Although the trees in the town are used by these vultures as roosts at night, they nest far away from the town, in the mountains. Heavy penalties are incurred by anyone molesting or injuring these scavengers.

Tram cars drawn by mules run through the principal streets of the town.

East Indian and Chinese labour is largely imported into Trinidad. The East Indian Coolie is brought over in great numbers at the expense of the Colony, and under strict Government regulations in accordance with the treaty rights of the Indian and Colonial Governments. The Indian Government takes great precautions in order to check any abuse in the Coolie traffic; not only are the interests of the Coolie most carefully guarded in India, but in Trinidad also. All the Coolies are inspected before emigrating; the ship is inspected so as to prevent overcrowding, and to secure certain sanitary measures. When the Coolie arrives in Trinidad, he is dealt with according to his state. If ill, he is sent to the Hospital; if too weak to work, to the Depot; but if fit to labour, he is indentured for five years to the employers who have made applications for him. Then the employer is bound by strict rules in his treatment of the Coolie. Families are not allowed to be separated; no estate can employ Coolie labour that has not a hospital capable of accommodating at least one tenth of the whole number of Coolies, with a cubic capacity of 800 feet each. He is supposed to work 280 days a year, nine hours a day. The English eight hours a day movement has not yet reached Trinidad. At first the Coolie was paid in coin, but latterly he has been given part of his wages in rations, as it was found he starved himself, and was rendered unfit for work through his love of hoarding up his gains in hard cash. After the expiration of his five years' indenture, he can re-

engage himself for another twelve months, or he can seek employment where he pleases. After ten years service he is entitled to a free passage back to India, or to a Government grant of 10 acres of land, on which he and his family can settle down. A comparatively large number have availed themselves of this latter privilege, and now form Coolie villages and colonies.

No one who has spent a few months in the West Indies, can have failed to mark the great contrast between the Coolie and the Negro. The Coolie is quiet, stately, dignified, and polite; and, although his clothing consists of only a piece of cotton round his loins, his manners proclaim him a gentleman. The Coolie woman is slender, with delicate fine features, small hands and feet; she is stately and graceful in all her movements, and with a few yards of calico she is draped from head to foot in a most becoming and modest manner. Compare this with the negro or negress—who is noisy, obtrusive, large-footed, coarse in features, awkward in gait, and vulgar in what one is pleased to call manners.

During our stay in Trinidad, the Governor, Sir F. NAPIER-BROOME, and Lady BROOME, gave a "fancy dress ball," which was a very brilliant affair, the costumes being particularly good. Mrs. GORDON-GORDON also gave a ball. Our cricket match was stopped by the rain, as were also the gymkana, and horse races, arranged by the inhabitants.

The scenery around Trinidad is decidedly tropical, bamboos, either in detached bouquets, or massed together in extensive beds by the water courses, forming a distinct feature in the landscape. The climate is very hot and moist, and rather sickly; yellow fever is not unknown, and malarial fever is common.



River with Bamboos, Trinidad

CHAPTER IX

JAMAICA.

WE left Trinidad on Sunday, February 12th, at 6 a.m. On getting outside, we found a strong north-east trade wind, which we retained all the way to Jamaica. We therefore made sail, and hoisted the screw. Every morning we lowered the screw and furled sails, and performed steam tactics with the fleet, hoisting screw and making sail again in the evening. We did as much as $8\frac{1}{2}$ to $9\frac{1}{2}$ knots under sail alone, on this passage. We arrived off Port Royal, Jamaica, at 9 a.m., on the morning of February the 17th, but before one gets near Port Royal, the high lands of Jamaica have been in sight for many hours. The Blue Mountains, which traverse the island from east to west, are seen from far out to sea, usually with their summits wreathed in clouds; but if one should be so fortunate as to get a cloudless day, then the mountains can be seen rising out of the fertile plains, covered with bush and verdure, with clearings in their lower half, and terminating in clear cut jagged peaks, at a height of between 7000 and 8000 feet. A little below one of the peaks, and stuck, as it were, on an outlying spur, is a small whitish patch, which is the camp of Newcastle.

Newcastle, which is 4000 feet above the sea level, is at present the headquarters of the white troops stationed in Jamaica, and has been occupied since 1842. The mean annual temperature at this height is 66°; the hottest month, August, 67°; the coldest, February, 61°. The annual fluctuation is, therefore, only 6°, but the diurnal range is greater. The situation is pleasant, when not enveloped in mists and clouds, but a trifle monotonous. We went alongside the coaling jetty at Port Royal and filled up with coal.

Port Royal, Palisades, and yellow fever are intimately associated in the English mind. Port Royal stands on the end of a spit of sand about thirteen miles in length, and only a few hundred yards across, which acts as a breakwater for the harbour of Kingston. The present town of Port Royal consists of a collection of tumble-down wooden houses and hovels; dirty narrow streets, with powerful smells; sand and dust everywhere. And yet, this is the place reputed to have been "the finest town in the West Indies and the richest spot in the Universe"; its opulence seems to have reached its zenith just before the earthquake which occurred on the 7th of June, 1692. We are told that the architecture was glorious, and the residences sumptuous; while the banquets were served with gold and silver plate. The Buccaneers, who, for long, made Port Royal notorious, brought immense wealth into the place, which served as their great storehouse for treasure. The earthquake of 1692, almost entirely destroyed the town of 2000 houses, and what escaped the earthquake was consumed by the fire in 1703. The sea covered the greater part of the town after the earthquake and it is said the ruins of old Port Royal can still be seen in fine weather off the Point.

Many of the places around Port Royal have a most depressing and melancholy effect. The church is old, and filled with tablets containing many old and noble English names, and recording that of many a naval hero who sleeps in the adjoining palisades. The "Palisades" is a gloomy and dismal waste of sand, with here and there thorny scrub and salt lagoons inhabited only by fierce crabs. One finds it impossible to dissociate the thoughts from that long mournful procession which for centuries has been carrying out, and burying here the last remains of those who fall in Port Royal; some of England's bravest sons, sailors, soldiers, and civilians, their wives and children, carried off by yellow fever and pestilence. "To cheat the Palisades" has passed into a rather gruesome jest amongst the residents in Port Royal, who say that grief for the loss of a friend is frequently assuaged by the pleasing thought that it is not yet their turn.

The Dockyard and neighbouring Naval Hospital are the only bright and clean spots in Port Royal. The Dockyard is very clean, and planted with palm trees, with the Commodore's house almost in the middle of the yard. From a tower on the Commodore's house a splendid view can be obtained over the island and anchorages.



See page 98. *Manduca* *lymnceus*

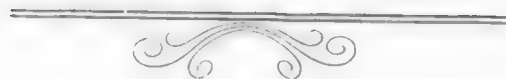
Bog Walk, Jamaica



The Hospital is large, commodious, and airy. We left Port Royal on February 18th, and joined the fleet at anchor, off Kingston.

Kingston, the capital, is the seat of the Government, and contains over 48,000 inhabitants. The buildings have no pretension to architectural beauty, but on the contrary, are a miserable collection of delapidated wooden houses, innocent of paint, and of all repairs; open gutters run down the streets, which are unpaved, full of ruts and large holes, and often filled with green, filthy water.

The Navy played the Garrison at cricket, but were badly beaten.



CHAPTER X.

WEST INDIES TO NEWFOUNDLAND.

WE left the fleet at Kingston on February the 21st, in order to arrive at Bermuda before the other ships. We did our full speed trial after leaving Jamaica, but found it extremely difficult to keep the stoke-holds cool, and although the ordinary cowls were supplemented by windsails, the temperature rose to 140° fah. The Stokers and Engine-room staff could only remain, as may be imagined, a very short time in this temperature. One man was struck down with heat apoplexy, and remained unconscious for over an hour, but ultimately recovered; others had to retire owing to the heat. In two days' run from Jamaica it felt quite cool, and when we arrived at Bermuda on February the 28th, it was positively cold. We fired the quarterly ammunition in Murray's anchorage, and then went up to Grassy Bay.

We proceeded alongside the Dockyard for refit on March the 2nd. This refit would have been completed in England on the ship being recommissioned, but the Authorities were very anxious to despatch us as soon as possible, so as to add to the numerical strength on the station. All defects not completed in England, were ordered to be finished in Bermuda. We remained in Dockyard hands until the 20th April. On April the 13th, the Blake, Australia, Magicienne, Tartar, and Partridge left for New York, to take part in the Naval Demonstration, which formed part of the opening ceremony of the World's Fair.

On leaving the Dockyard we proceeded to Murray's anchorage, and carried out prize firing. On April the 25th, after firing topedos, we left for Halifax.

On the third day after leaving Bermuda, having almost crossed the Gulf Stream, and run about 300 miles from Bermuda, the temperature began to fall rapidly. It fell from 63° at 8 a.m., to 53° at noon; 46° at 7 p.m., and 38° at midnight. The sea

water fell at the same time, from 62° at 6 p.m., to 54° at 7 p.m., and 38° at midnight, and remained stationary for the rest of the voyage at 38° fah. This sudden fall in temperature was accompanied by a fresh north-westerly wind and rain, and was productive of much catarrh in the ship. We went alongside the dockyard at Halifax, coaled, and opened the sick quarters for the reception of the sick from the two ships in harbour—Cleopatra and Buzzard.

Halifax is a town which certainly does not impress a visitor favourably at first. The houses are mostly built of wood, and look gloomy and dull. The streets, in the autumn and spring, are deep in mud, while in summer, they are equally deep in dust. The side pavements are rough, uneven, and often impassable, from tradesmen's boxes, bales or carts that are backed into the shop doors—called here stores—so that the wretched foot-passenger has to take to the road, often as not, knee-deep in mud. All the natives in winter and spring wear "rubbers," in the shape of high-legged India-rubber boots, like sea boots, with which they defy snow slush or mud.

The streets are lighted by the electric light, which is dazzling in brilliancy for five minutes, and then suddenly becomes extinguished, leaving one to grope his way in darkness, until it as suddenly flares up again.

There is an excellent club—the "Halifax"—of which the committee kindly make us honorary members during our stay in the town. The fresh butter, milk and eggs of Halifax, are eagerly anticipated by the Naval Officer, especially after his sojourn in the West Indies and Bermuda, where such commodities, if they exist, which is doubtful, may be procurable by the initiated native, but certainly not by the Naval Officer.

We remained at Halifax until the 16th of May, and then proceeded to St. John's, Newfoundland, calling at St. Pierre on the way. The weather during this voyage was extremely disagreeable, fog with rain, and blowing fresh from the north-east. The fog lifted for a few hours, and allowed us to enter the harbour of St. Pierre, where we found the French Admiral in the "Naiade." After receiving and returning the calls of the French Admiral, and the Governor of St. Pierre, we got under way and proceeded to St. John's, in the usual Newfoundland style, by groping our way with Sir Wm. Thomson's sounding machine, and keeping the steam siren blowing.

CHAPTER XI.

ST. JOHN'S, NEWFOUNDLAND.

ALL that can be seen, when approaching St. John's from the sea, is an iron-bound coast, with high precipitous cliffs, apparently without a break, and it is only when the ship gets close to the shore, that the opening of the "narrows" becomes visible. Fortunately, on this our first visit, the fog cleared, and we were able to enter the harbour boldly. The entrance is very narrow, only about 200 hundred yards across at the narrowest part, and flanked on either side with steep cliffs. On the summit of the northern cliff is perched the signal station, at a height of 520 feet, from which a gun is fired daily at 12 noon. On the southern cliff is Fort Amherst Lighthouse, with fog signal gun; and on a steep slope, facing the entrance, lies the town of St. John's, dominated by the Roman Catholic cathedral, which is a large structure erected on the highest ground in St. John's, and acts as a leading mark to navigators. We moored about 6 p.m., on May the 20th, in St. John's harbour, which is large, commodious, and perfectly land-locked. The town occupies all the northern side of the harbour, whereas the southern side has only some seal-oil refineries, and stages for drying fish. The weather was bitterly cold, with a penetrating north-east wind.

St. John's, the Capital of Newfoundland, with about 30,000 inhabitants, stands on the east coast, in the Avalon Peninsula. The town was at one time garrisoned by English troops, who were stationed both in the town, and on the top of the Signal Hill; the barracks of the latter still remain in a good state of repair, and are used as charitable institutions. The entrance to St. John's was formerly strongly fortified, the remains of the batteries, which flanked the narrows on both sides, can yet be seen; while across the narrowest part was stretched a chain, the fastenings of which remain. The troops have been withdrawn from the island for many years.



Photo by Mr. T. V. C. Jones, St. John's, Newfoundland.

The town was almost completely destroyed by fire in the summer of 1892. This is the second appalling fire which has visited the town of St. John's; the first was on the 9th of June, 1864, when a large part of the town was destroyed, and the damage estimated at £1,000,000.

The summer of 1892 was remarkable for the long continued drought; for weeks there had been no rain, the pastures were burned up, forest fires were raging all over the country, and particularly around St. John's. On the 8th of July, the water supply was cut off from the town for some necessary repairs to the pipes, and by a remarkable, and no less unfortunate coincidence, a fire broke out in a stable, in the north-east part of the town, and fanned by a strong westerly wind, spread rapidly through the city. The great majority of the houses were built of wood, with shingle roofs, just like the houses that were destroyed in the previous fire, and exactly similar to the houses they are now erecting, which in dry weather afford splendid material for combustion. The burning shingle was carried by the fresh breeze to various parts of the town, and also right across the harbour to Signal Hill, a distance of about half a mile, and there acted as the starting point of numerous other fires. The infectious diseases hospital was at an early period consumed, although it was located on Signal Hill, and far removed from other dwellings, even the grass and shrubs on this hill were burned. Although most of the houses were built of wood, yet those built of stone did not escape. The English Cathedral, reckoned one of the finest edifices on this side of the Atlantic, although not quite completed, was burned. So, likewise, with the other churches, libraries, public halls, &c., nothing was left of the houses in the way of the fire, but the brick chimneys, and here and there a piece of ironwork. The wharves were burned, even the supporting piles were burned to the water's edge, and in many cases we could see where the fire had hollowed out the centre of the pile, leaving a hollow cylinder projecting above the water. The heat from the fire must have been terrific, as the silver in the safes was almost invariably melted, and in many instances the iron itself had been fused. The Roman Catholic Cathedral, which crowns the town of St. John's, and is almost isolated, escaped the fire, as did also the western part of the town, which is inhabited by the poorer class, and in which the Post Office is situated. Hundreds of families were rendered homeless after the

fire, and although friends, whose houses had escaped, did all that hospitality could do in accommodating and entertaining the destitute, yet many could not find shelter of any sort, and were accordingly lodged in the park, in tents, and temporary huts, by the Government. Two years after the fire, many of these huts in the park were still occupied by families who seemed to find the accommodation all that could be desired, and were perfectly happy and contented.

We had now arrived on our station. The Commodore had hoisted his pennant, and had under his charge, besides the Cleopatra, the Pelican and Buzzard. The Pelican was stationed at St. George's Bay, for duty on the west coast, while the Buzzard carried out the duties on the east coast. These duties are mainly directed towards diminishing the friction which exists between the two nationalities of fishermen, French and English, and endeavouring to carry out the treaty rights of 1783.



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Cleopatra and Pelican

The Cleopatra, Buzzard and Pelican.

Cleopatra and Pelican

CHAPTER XII.

FISHERIES.

ENGLISH Fishery in Newfoundland. For centuries Newfoundland was used only as a stage for drying fish which were caught in its waters. Thousands of fishermen left England each year to fish on its banks, and around its shores, but the most rigorous laws were enacted to prevent any person remaining behind during the winter, or any attempt at colonisation. It was to the interest of the fishing merchants to retain Newfoundland to themselves, simply as a depot for stores, or as a shelter to their fishermen, where they could repair their boats. In the language of an Under Secretary: "The island of Newfoundland had been considered in all former times as a great English ship, moored near the banks, during the fishing season, for the convenience of the English fishermen." The master of a vessel was bound in £100, to bring back at the end of each season, such persons as he had taken to the fishery. No one was allowed to settle within six miles of the shore; no ground could be enclosed, or cultivated, without special permission; and "all plantations in Newfoundland were to be discouraged."

Notwithstanding these hard and repressive measures, a few hardy adventurers smuggled their families into the island, and were scattered up and down its shores, and steadily increased in numbers. We therefore find a Major Elford, Lieutenant and Governor of St. John's, who seems to have been imbued with a scientific, as well as a radical spirit, in regard to the laws of population, recommending "to allow no woman to land in the island, and that means should be adopted to remove those that were there."

As late as 1799 houses erected in St. John's without a license were pulled down by order of the Governor, and restrictions on building, and on enclosing, and cultivating the ground were not entirely removed until 1820.

A great grievance was the arbitrary law of the Merchant Captains. The master of the first fishing vessel to enter a port, was made the Admiral for the season, and Magistrate of the district. These fishing Admirals were invested with authority from England to settle all questions relating to property and other disputes. There was no appeal from their decision, and therefore their powers were practically unlimited.

The dawn of better days, although late, appeared in the appointment of Naval Governors for the island of Newfoundland : 1728.

A Captain HENRY OSBORNE, of H.M.S. Squirrel, was the first to assume the Government of the whole island, but during the summer months only; a resident Governor was not appointed until after the peace of 1815.

Shortly after the discovery of Newfoundland, French fishermen were in its waters, and the French, seeing the importance and wealth of the fishing industry, used every effort to found an empire in the New World. Nova Scotia and Canada were settled in the sixteenth and seventeenth centuries by the French, who soon endeavoured to gain possession of Newfoundland, which was then wholly English. In 1635, the French obtained the right from the English, of drying their fish on the shores of Newfoundland, for which they paid a small tax, but this was discontinued in 1675. In 1660, the French founded Placentia, which they strongly fortified, and used as a base from which to found other settlements around the coast.

The Treaty of Utrecht, 1713, gave the French the right of fishing from Point Rich, on the west coast of the island, round the north of Cape Bonavista, on the east coast, and of using that part of the shore for drying and salting their fish. The treaty provided that "it should not be lawful for the subjects of France to fortify any place in the Island of Newfoundland, or erect any buildings there besides stages, made of boards and huts, necessary and usual for the drying of fish, or to resort to the said Island beyond the time necessary for fishing and drying of fish." Newfoundland

has, again and again, been the scene of sanguinary conflicts between the two nations. Naval fights at sea, sieges, and battles on land, have each been enacted with varying success. Although the French had renounced all claim to their possessions in North America, which had been wrested from them by the brilliant victories of the English under Wolfe, they yet hoped to gain possession of Newfoundland, and maintain there the fishing industry.

The last attempt to capture Newfoundland was made by a descent upon the town of St. John's, which has been many times taken and retaken by both nations, in 1762. A naval force was despatched from France for this purpose, and landed on the Newfoundland coast, at Bay Bulls, twenty miles south of St. John's, and by forced marches surprised the garrison of that town, and drove the English out. Lord COLVILLE, hearing of what had happened, sailed immediately from Halifax, and blockaded the French Fleet in St. John's. Here he was joined by Col. AMHERST, at the head of 800 men, mostly Highlanders, who landed at Torbay, marched on St. John's, and carried Signal Hill by assault. The French garrison soon surrendered, and were despatched to France. "The French were thus for the last time summarily expelled from Newfoundland" (Harvey.)

The treaty of Paris, 1763, confirmed the former treaty, and also gave the French the possession of the two Islands of St. Pierre and Miquelon, on the south coast, as a shelter to their fishermen. "His Most Christian Majesty engages not to fortify the said Islands, to erect no buildings upon them, but merely for the convenience of the fishery, and to keep upon them a guard of fifty men only for the police."

The treaty of Versailles, 1783, confirmed the former treaties, except that the French shore was altered, so that it extended from Cape Ray, on the south western extremity of the Island, round the north to Cape St. John, on the north-east coast. His Britannic Majesty, "in order that the fishermen of the two nations might not give cause for daily quarrels, engages to take the most positive measures for preventing his subjects from interrupting in any manner, by their competition, the fishery of the French during the temporary exercise of it which is granted to them upon the coast of the Island of Newfoundland, but he will for this purpose cause the fixed settlements which shall be found there to be removed."

The last treaty on the question was that of Paris, 1815, which adhered without alteration, to the condition of the former treaties.

The Newfoundlander complains bitterly of these privileges which have been ceded to France. They say the French have been given the most fertile half of the Island ; that the British have been prevented from settling on that half, and engaging in farming, lumbering, mining, or fishing ; that no one will invest capital on the French shore ; that it has retarded the industrial enterprise of the people ; and that the people are confined to the barren inhospitable shores of the east and south coasts. But there are several large settlements of English on the west coast, engaged in fishing, farming and lumbering up the Humber River, and to all appearances the English and French live and work peacefully and amicably together.

A great deal of bitter feeling has arisen from the ambiguous interpretation of certain sentences in these treaties. The English have always maintained that they had concurrent rights *i.e.*, equal rights as regards fishing, drying, and salting their fish, with the French, as long as they did not interfere or disturb the French in the exercise of that industry. The French fishermen have lately endeavoured to establish exclusive rights to fishing on the French shore, with the consequent banishment of the natives.

The lobster question arose in 1889, which made the fishery question still more complicated. It would be out of place to attempt any detail of the complications, or to argue the absurd question whether the lobster is included in the treaty rights as a fish ; or the canning of lobster as identical with the taking and drying of fish. The British residents on the west coast had established several factories for the purpose of canning lobsters, when the French, seeing the prosperity of the British industry, also started factories for lobster canning. The French factories proved so successful that others soon sprang up, and then they endeavoured to stop the British altogether by complaining that the English were interfering with their treaty rights.

The Colonists appealed to the Imperial Government, who, with the consent of the French, submitted the question to arbitration ; meanwhile a *modus vivendi* was established pending the results of this arbitration.

Unfortunately the arbitration did not meet with the approval of the Newfoundlander who considered that he ought to have been consulted on its conditions ; neither did the *modus vivendi* receive the sanction of the Colonial Legislature, which unanimously passed resolutions condemning it. The Colonists strongly objected to the right of the French (ceded to them by the *modus vivendi*) to catch lobsters on the treaty shore, with the consequent exclusion of the natives, and to the erection of French lobster factories, which were permanent structures.

The refusal of the Newfoundlander to abide by the French and English treaties, enforced by the Naval Officers on the coast, led to the celebrated trial of Mr. BAIRD, *versus* Sir BALDWIN W. WALKER. Mr. BAIRD, Merchant of St. John's, claimed 5,000 dollars damages against Sir BALDWIN W. WALKER, who had ordered the seizure and closure of his lobster factory. After a lengthy trial, the case was decided in favour of Mr. BAIRD, from the fact that the Act of Parliament vesting certain powers in Naval Officers expired in 1834.

A so called coercion bill was therefore introduced by the Imperial Parliament to enable Naval Officers on the station to enforce the treaty rights. This aroused the Colonists to such a pitch of indignation, that delegates were despatched to England by the Colonial Legislature to protest against the bill. They were heard at the bar of the House of Lords, and on the delegates promising on behalf of their legislature, to pass an act enabling England to fulfil her treaty obligations, the bill was withdrawn. Owing to differences and disagreements, no enactment satisfactory to both parties has yet been introduced, and the French question seems as far from a permanent settlement as ever. By the *modus vivendi* all factories in existence prior to the 1st of July, 1889, are to continue, but all new erections, except by the joint consent of the English and French Naval Authorities on the station, are to be prevented. The *modus vivendi* has, so far, been renewed from year to year, by the consent of the two nations, England and France.



CHAPTER XIII.

ABORIGINES OF NEWFOUNDLAND.

†T would be difficult to find in the pages of history a more pathetic story than that of the Aborigines of Newfoundland. When the island was first discovered, it was found to be inhabited by a mild and peaceful tribe of Red Indian called Bethuk or Beothic, probably a branch of the Algonkin. The red man lived by fishing and hunting, and at first assisted the white man in his work, living with him on the most friendly terms. But this amiability did not last long. The red man was soon looked upon as vermin to be shot down and exterminated, which work of civilisation was materially advanced by the Micmac Indians, who invaded the country from Cape Breton, and waged a merciless war against the Bethuk. In 1760 the Governor tried to stop this war of extermination. He, hearing that the white men "do treat the savages with the greatest inhumanity, and frequently destroy them without the least provocation or remorse" enjoined all "to live in amity and brotherly kindness with the native savage."

Under the benign methods pursued by the pale face and Micmac, the number of poor Bethuks decreased rapidly, so that we find the Government offering a reward for the capture of a native. This reward was claimed in 1804, by the capture of a female, who was brought to St. John's, where she was well treated, loaded with presents, and returned to her tribe, but the cupidity of her guide was aroused, and it is supposed he murdered his charge, and appropriated the presents. Another capture of a female was made in 1819, near Red Indian Lake, but in effecting the capture, two males who resisted, were shot. The captive was brought to St. John's, and ultimately was returned to her tribe, but died on the way from consumption. Three more females

were captured in 1823, two soon died, but the third lived six years, and died in the Hospital at St. John's, also from consumption.

In 1828 a Bœothick Society was formed, having for its object the civilisation of the Aborigines. Mr. CORMACK who had previously explored the interior of Newfoundland, was entrusted with the expedition, which entered the country near the Exploits River, with the view of finding the Aborigines, who had, like the proverbial hare, first to be caught before being civilized by the Society.

The expedition found traces of the red man everywhere. The party found groups of wigwams, both summer and winter residences, with ashes and cooking utensils, as if only recently occupied: deer skins, fur garments, arrow heads and shafts, canoes, and the bodies of the dead, but no living representative of the tribe. Cormack next proceeded to Red Indian Lake, the headquarters of the Indians, but here all was silence and desolation. Cormack says: "We found to our mortification that the Red Indian had deserted it for some years past. My party had been so excited, so sanguine, and so determined to obtain an interview of some kind with these people, that on discovering from appearances everywhere around us that the Red Indian no longer existed, the spirits of one and all were deeply affected." Cormack found here a burial place like a hut, on the floor of which were stretched at full length, two bodies wrapped around with deer skin. These were, perhaps, the last of all the Bethuks, who, driven to despair by the incessant wars of the Paleface and Micmac, which had thinned their ranks until they alone survived, took a last sad look over their native hills, dales and pine forest, with their wigwam home by their dearly beloved lake, wrapped their deer mantles around them, and departed to join their tribe in those Happy Hunting Grounds beyond.

CHAPTER XIV

THE ISLAND OF NEWFOUNDLAND.

THE Island of Newfoundland lies in the mouth of the Gulf of St. Lawrence, and close to the North American Continent, being separated from the coast of Labrador by the Straits of Belle-isle, only ten miles across. It is triangular in form, with the apex in Cape Bald, pointing north; Cape Ray and Cape Race forming the two southern angles. It has an area of about 40,000 square miles. When the hardy adventurer, JOHN CABOT, first hailed the coast of Newfoundland on that memorable morning, June the 24th, 1557, he could not have been very favourably impressed by the prospect. Newfoundland from the sea, and especially on the east coast, presents a most forbidding aspect of wild rugged cliffs, and barren headlands, with rocks protruding everywhere through the scanty soil. *Prima Vista* was the cautious name given to this part of the coast by Cabot, which name was changed by some enthusiastic admirer of the island into Bonavista.

The coast line is serrated, and worn into bold and fantastic shapes by the long heavy swell of the Atlantic, and is much broken up by deep bays and long tortuous harbours, often running for many miles inland, and capable of affording shelter to an unlimited number of ships and fishing fleets.

The rivers are numerous and well stocked with salmon and trout, but with few exceptions useless for navigation, owing to their rapidity and the rocky nature of their course; the estuaries and rivers are generally strewn with huge boulders brought down by the floods or ice. The supply of fish in the rivers of course depends upon its stock being renewed annually from the sea. The fishermen, unless means are taken to prevent them, often net the rivers so closely at their mouth, that the streams

soon become depleted of salmon, and even of sea trout. It is the old story again of "the goose that lays the golden egg."

As regards the interior of the island, the greater portion is absolutely worthless as far as agriculture is concerned. The rivers, valleys, and lowlands, are covered with a dense forest of spruce and birch, with a sprinkling of larch, American mountain ash, and dwarf maple. Up the Humber and Exploit Rivers the trees grow to a considerable size, and repay lumbering, but generally, the trees are small and decrease in size as one ascends, until on the uplands—locally called barrens—the spruce become low dwarfed shrubs, from two to three feet high. The stunted trees become gnarled and twisted by the fierce winter storms, and broken and crushed by the weight of snow, until the branches and trunks even, become interwoven and matted into a tangle, which defies penetration, alike to the enthusiastic sportsman and his dog.



CHAPTER XV.

FLORA OF NEWFOUNDLAND.

THE flora is of a distinctly northern type, and is particularly rich in edible fruits, called locally, "berries." Among the different families of plants the rose is a large and well represented one in Newfoundland. The bakeapple, English cloudberry, (*Rubus Chamæmorus*) is very common, and much used by the natives in Newfoundland. The raspberries are very numerous, and much resemble English raspberries, being large in size and excellent in flavour. The brambles are represented by at least two species, and several varieties. Strawberries grow abundantly, especially on the west coast. The wild pear, Juneberry (*Amelanchier*.) is scattered here and there, and when in bloom its long narrow petals give a summer appearance to the otherwise dark, sombre pine woods, and make the tree a conspicuous object a long way off. Gooseberries and currants grow wild, but the fruit is very poor. The various squash berries (*Ciburnum*.) grow everywhere, and are used chiefly for tarts.

The heath family is by far the most important, and has more representatives in Newfoundland than any other order of plants. In this order (*Ericaceæ*.) we have the various species of whortleberry, or blueberry (*Vaccinium*.) which cover all the lower hills and barrens of Newfoundland, and often with such prodigality as almost to exclude all other plants. The huckleberry, "blackhurts," cranberry, marshberry, and snowberry, or capillare, are very common, the latter (*Chiogenes*) is a pretty creeping plant, found abundantly in the pine forests, where its half hidden white egg-shaped berries can be gathered from among the moss which covers the decayed stumps and roots of the pine trees. This berry is much appreciated as a preserve.

There are the bearberries (*Arctostaphylos*,) the black and the red, the former being found on the highest and bleakest barrens in Newfoundland and Labrador. The crowberry, called sometimes blackberry (*Empetrum nigrum*,) with a sprinkling of the partridge berry, forms the soft springy turf which covers such a large portion of the country. In the lily family, besides the smilacina and polygonatum, we have the Clintonia, a wild lily of the valley. The bright blue berries of this plant are called poison berries, and are considered the only poisonous berries in the country.

This, of course, does not exhaust the list of wild berries of Newfoundland, but only those which obtrude themselves on the observation of the most casual observer.

Berry picking forms quite an industry in the autumn, around St. John's and the larger settlements. Women and children may be seen trooping out early in the morning with baskets, cans, kettles, and other receptacles, whole families tramping gaily out to the hills and barrens. At mid-day the curling wreaths of smoke tell where each family circle is having its frugal meal, and in the evening the parties return weary and lipstained, laden with berries for sale or home consumption.

The wild flowers of Newfoundland are in great abundance towards the end of June, and during July. HENRY REEKS, F.L.S., F.H.S., in a paper read before the Linnean Society in 1869, enumerated three hundred and seventy one species of flowering plants and ferns, and those from the west coast alone. The American laurel, with its rose coloured and purple flowers, covers many acres of moorland, and gives to the scenery much of the appearance of a Scotch landscape with blooming heather. In the marshes is found in great profusion the peculiar "pitcher" or "side saddle" plant. The leaves, which are in the form of pitchers, are usually half full of water, and contain drowned flies and other insects. This animal matter is digested and utilised by the plants for nutrition, such plants being called carnivorous.

CHAPTER XVI.

FAUNA OF NEWFOUNDLAND.

THE Caribou comes first among the wild animals indigenous to Newfoundland, from its size, numbers, and wide range. It is of vast importance to the poor settler in what are called the outports, as food, and affords excellent sport to the sportsman. The caribou is still plentiful in the interior of Newfoundland, and may be found in herds of from twenty or thirty to over a hundred. They migrate towards the south in winter, returning north again in the spring. It is at these migrations that the great slaughter of deer takes place. They move in herds along certain well-known paths, which at certain places converge, because of the surrounding country being impassable, use being made of a narrow neck of dry land between two sheets of water, or of a narrow part of a lake or river, which the caribou use as a ford. Here the native Indian, and at the present day, the white settler, lies in ambush, and slaughters as many as he can use, and frequently many more, as it has been known that hundreds were slaughtered merely for their tongues and other tit-bits. If the pass be deep water, the animals are easily clubbed and dragged aside; if on dry land, they are generally shot.

The caribou is very bulky in the body, heavy in the neck, with a large head. The legs are short, with enormous spread of hoof, which is well adapted for supporting the animal over the snow and soft marshes, which are so extensive in the country. A stag will weigh from 500 to 600 pounds, and in season is covered with a layer of fat two or three inches thick, on the haunches. The females as well as the males, carry antlers, which are shed annually after the rutting season. These antlers, which are very large in proportion to the size of the animal, have the brow tyme

directed forward, and spread out into a palmated triangle, with the apex attached to the beam; the beam itself curves backwards and upwards, and terminates in palmated branches. The colour of the caribou is brown and white, becoming whiter in winter, and darker in summer; the outer hair is long and mottled, with a dense covering of short fine hair like wool underneath. Their sense of smell and hearing is very acute, especially the former; the acuteness of vision is only moderately developed.

Wolves are fairly plentiful in the interior, but are very seldom seen. The lynx has appeared within the last few years in Newfoundland, and is reported to be increasing. Black bears are scattered over the island and subsist, like so many animals in this colony, principally on wild berries. Foxes of various varieties are numerous and valuable for their fur, large sums being paid for a good black fox. Beavers are still to be met with, although much reduced in numbers. Otters are likewise scarce, being much hunted for their fur. Martins and musquash, or musk rat are numerous, the latter being found in every pond and stream in the country. The Arctic hare, which is white in winter, grows to a large size, but is not common. The North American hare, called in the vernacular "rabbit," introduced a few years ago near St. John's, has now spread over the whole island.

The birds of Newfoundland have been computed to number about 500 species, most of which are migratory. One of the earliest and most widely diffused is the migratory thrush, called locally blackbird or robin. The snow bunting is numerous along the bare high ridges on the barrens. The raven is common, and the Canada jay is found in all the woods of Newfoundland; this bird is bold and impudent, and becomes particularly annoying to parties camping out, as it steals whatever food is left unprotected even for a few seconds.

The grouse, called by the natives "partridge," is met with all over Newfoundland and Labrador. There are two kinds found in Newfoundland, the willow grouse (*lagopus albus*), and the ptarmigan (*lagopus rupestris*). The willow grouse is the finer bird, and closely resembles the Scotch species, if not identical. It is reddish brown, with dark spots, and white beneath, and will weigh from 3 to 3½ pounds per brace, and it is no exaggeration to say that it is unequalled among the grouse in richness and delicacy of flavour. This bird is found in thick scrub or open barrens according

to the weather, while its cousin, the rock ptarmigan, is found on the bare ridges and summits of the highest hills. It is slightly smaller than the willow grouse, and is mottled grey, with darker bars and white beneath. Both species turn white in winter. Curlew used to pass over Newfoundland in immense numbers in former years, but lately they have been rather scarce. Snipe are most plentiful in the Avalon Peninsula. There are numerous wild geese and ducks of various sorts, among which the black duck is reckoned by far the most dainty for the table.

There is an abundance of sea birds, little auks, puffins, razor bills, and guillemots. The great auk, whose egg and skin are now so valuable, was found in great numbers on the eastern shores and islands of Newfoundland. This bird has now been extinct for many years, the last specimen was taken on Funk Island. Its speedy disappearance from the new world may be attributed to the fact that it could not fly, its wings could only be used as fins or paddles in the water, and its legs were so short, and placed so far back that its movements on land were most awkward. The early voyager, and fishermen on the banks caught immense numbers for food, salting them in casks for future use, or even burning them for fuel. Its eggs, which now cost £1.60 each, formed in the season a staple article of diet. It is stated that the sailors could drive these birds across planks, on board the vessels by hundreds, or enclose them within fences until required. Such wholesale destruction soon brought about the extinction of the species, and the great auk is at the present day as much a thing of the past as the dodo.

SEALS. There are four species of the family Phocidae common around the shores of Newfoundland, Harbour seal, Hooded seal, Harp seal, and Square Flipper. The harbour seal is found all the year round in the harbours and mouths of rivers on the coast. It is of little value commercially. The harp seal, or saddle back, is of the greatest importance, and the young of this seal of which from 200,000 to 600,000 are taken annually, contribute largely to the financial prosperity of the island. At one time the seal fishery employed a large number of sailing ships, but these have almost all been replaced by steamers, of which there are at present about twenty-three, only a few sailing schooners now taking part in the fishery. The number of men engaged in this fishery is between 6,000 and 8,000. The harp seal is migratory, and appears

off the coast of Newfoundland in February. Here, on the drifting ice floe "pans," are brought forth the young, which are covered with a white thick fur, and grow with amazing rapidity, so that by the middle of March they are in prime condition. The sealers are deterred by law from commencing operations before the 1st of March, on which date ships are allowed to "clear," but steamers are not permitted to start till the 10th of the month, this difference of ten days being thought sufficient to put the two classes of ships on an equality. It is needless to record here the thrilling adventures of the sealers, the narrow escapes from ice and storms, the terrible and wholesale carnage that goes on from dawn to dark, the reeking sanguinary scene on board the sealers, as the skins with the blubber attached are piled on deck, while the men (who despise ablutions, and are proud of never having undressed during the voyage), snatch a hasty repast of tea and biscuit. The seal as yet shows no sign of diminution in numbers, notwithstanding that for at least one hundred years it has been subjected to such wholesale destruction. The oil from the blubber is chiefly used for illuminating and lubricating purposes, while the skin is converted into leather. The hood, and the square flipper, or Greenland seal, are also caught around the coast, and for the same commercial purposes, but in greatly diminished numbers.

THE SALMON. The salmon has been called the king of fresh water fishes by the author of the "Complete Angler," and is the fish *par excellence*, to the sportsman in Newfoundland, but not to the native, who does not even call it a fish, the term fish, in the vulgate, being strictly confined to cod.

The salmon in Newfoundland follow the same great natural law of all the salmonidæ of seeking the higher reaches of the rivers to spawn, and so perpetuate the species. If the salmon should escape his natural enemies in the sea, of which there are many, he strives to return to the river of his nativity, the salmon of one river differing considerably from that of another. In doing so he most probably runs into one of the innumerable nets set round the bays and headlands contiguous to the rivers to catch him. If he should escape, he finds the threshold of his home barred with nets stretched from shore to shore, not one only, but frequently a second, or even a third, and so arranged with diminishing mesh that the smallest species of salmon or trout cannot escape, and except for accidents, as floods, or the appearance of a man-

o'-war on the horizon, the chances of a salmon reaching the "procreant cradles" are very small indeed.

The rivers which are not barred abound in fish, and afford excellent sport to the fly-fisher, but those rivers which have been systematically netted for years, are now absolutely barren, both in salmon and trout.

The salmon in most of the rivers in Newfoundland are small in size, and are frequently called grilse, probably a small variety of mature salmon, the average weight being about 5 lbs., but some of the rivers supply fish of a larger size, over 20 lbs. in weight. The salmon in the Labrador rivers run from 15 to 25 lbs., and the grilse to about 5 lbs.

It would appear that the rivers in Newfoundland have improved in recent years, due, either to the greater protection afforded by the river wardens, or to the presence of the men-of-war which cruise round the coast during the summer. Captain KENNEDY, who wrote a few years ago of sport in Newfoundland, says: "Salmon fishing with the fly is disappointing in Newfoundland, and must be so until steps are taken to protect this noble fish. Notwithstanding local laws and proclamations, the rivers of this country are disgracefully abused by nets set across their mouths and in pools, traps, weirs, and dams, till the wretched fish are almost exterminated. The result is that all the large breeding fish are captured and only a few grilse escape."

SEA TROUT. The sea trout is not the trout of English rivers, but the American *Salmo fontinalis*, although this name has also been given to the American "Brook Trout." It ascends the rivers in countless thousands in the early summer. The run begins towards the end of May, or early in June, on the south and south-west coast, and gradually becomes later until we reach the rivers of Labrador, where the trout do not strike the fresh water before August. The sea trout afford very good sport, taking the fly greedily when on the feed. They run to three or a little over four lbs., but occasionally one may be caught as large as six or seven lbs. Besides the fish from the salt water, the brook trout is found in all the streams and lakes in the country, and resembles the English trout in appearance, but unlike its English cousin, is not so educated in the latest lures and subtleties of the expert, and therefore affords the greater sport to the incipient sportsman.

HERRING FISHING. Herrings are found at all times round the shores of Newfoundland, migrating from deep to shallow, and shallow to deep water, according to season and temperature. The great herring harvest is made in the early summer, when the herrings come in shore in vast shoals to spawn. St. George's Bay, Bay of Islands, and Bonne Bay, on the west coast, are the great fish centres. At St. George's Bay they arrive in the beginning of May, and practically in unlimited numbers; they swarm into water only three or four feet deep, and in such multitudes, that the fishermen frequently enclose them in nets, and ladle them out as required. These herrings are poor in condition, and are not used for food, but are chiefly salted in barrels for bait for the cod fishers. About 20,000 barrels are taken in St. George's Bay annually. The herrings which are used for consumption are called "Labrador herrings," because the best are caught off the coast of Labrador in September, or the beginning of October. These herrings are in excellent condition and flavour, but the fishermen show no enterprise in their preservation, following the old style of salting and pickling, and doing that so badly that many barrels are quite unfit for human food, and can only be employed to manure the land. The various methods of drying and smoking, or preserving in oil, have yet to be learned by the Newfoundlander.

CAPLIN. Another salt water fish, more abundant even than the herring, is the Caplin, one of the salmonidæ, and a near relation of the oulachon, or candle fish of the Pacific ocean. This is a small fish about seven inches long, which appears in incredible numbers along the sandy beaches, shallow bays of Newfoundland and Labrador, from June on the west coast, till September on the shores of Labrador. These fish are thrown up by each little wave on the beach, where cart loads can be had for the filling. Live fish can be scooped out of the sea with a landing net in unlimited quantities, and when fresh are, without exception, the most delicious fish that we have experienced in our mess. The natives, besides using the fish for bait, and as manure for the land, make no endeavour to preserve them for consumption. They are to be seen smoked and preserved in oil, but they do not appear to be now in the market.

Lobster fishing has become very extensive within the last few years, especially on the west coast, where both French and English factories are engaged in preserving lobsters in tins for export.

COD FISHING. All other fisheries sink into insignificance when compared with the cod fishery, which for nearly 400 years has been the staple industry of Newfoundland. Since the day when Cabot discovered the island and returned with reports of the abundance of fish in its waters, hardy fishermen of all nations have been attracted to its shores and banks, eager to reap the harvest of cod fish, ever ready to be captured. Among the pioneers were the Basque and Normandy fishermen, who have left evidence of their occupation in the names of several localities. It was many years after the discovery that England turned her attention to the fishing industry. When an English company endeavoured to effect a settlement on the island, in 1610, Lord Bacon, who was one of the promoters, seems, even at that early date, to have fully recognised the importance of the cod fishery, and wrote that "it contained richer treasures than the mines of Mexico and Peru; a gold mine may soon exhaust itself, but the capacity of the cod fish for reproduction is infinite." The truth of this statement has been proved by the Newfoundlander alone drawing annually from the waters over £100,000 sterling, and the supply seems as plentiful as ever.

At the present day, England, France, and Canada are the chief nations engaged in the fishing industry; France sends out a fleet each summer with 5000 or 6000 men who return in the autumn with their catch. The codfish catch remains fairly constant from year to year, the average being just over 1,000,000 quintals, but it is probable that the quantity could be increased by more improved methods of fishing, and more modern fishing gear. The majority of fishermen follow the old style of fishing, like their remote ancestors, by hook and line.

Codfish Hatcheries at Dildo, Trinity Bay, were started in 1890, and promise to be very successful. In 1893, 201,435,000 codfish were hatched and planted in the sea, and the fishermen already report a large increase of fish in the Bay.

But Newfoundland waters produce other things besides fish. The insignificant squid, which, with the herring and caplin, constitutes the chief bait, and, inferentially, the staple food of the cod, appears in vast shoals in August and September. But a much nobler representative of the squid family made his debut in Portugal Cove, on the 26th of October, 1873. He appeared on the surface of the water to two fishermen

in a boat, and being rudely poked with a boat hook, he thereupon extended his arm into the boat, but instead of a friendly salutation or a first introduction, received the surgical attentions of two men, who amputated the arm with an axe. The Architenhis (for that was the name given to him by science) disappeared, leaving nineteen feet of arm in the boat, and taking ten feet of stump away, and discharging a large quantity of ink, not in writing to the papers about his reception, but in flooding the water, which was discoloured for a distance of two or three hundred yards. Several perfect specimens of this gigantic cuttle fish, or calamary, have since been found, and examined by the Rev. M. HARVEY, who describes one from Catalina which measured 9 feet 2 inches in length of body; circumference of body, 7 feet; tentacles, 30 feet; and short arms, 11 feet. These huge Molluscs are probably denizens of deep water, and are but rarely seen.



CHAPTER XVII.

MINERALS: CLIMATE.

THE mineral wealth of Newfoundland has been reported to be vast and varied. Copper is the principal metal that has been worked, copper mines existing on the east coast, at Little Bay, and Tilt Cove, the latter being the first mine opened in the country nearly 40 years ago. Here, as in other mining countries, we find the ubiquitous enterprising Cornishman, who acts as pioneer, and generally remains as captain of the mine.

Lead has been worked near Placentia, and iron pyrites is largely exported to the United States from Pilley's Island. Coal of the soft bituminous kind is found in the south-west corner of the island, between Codroy River and Bay St. George. It has not been worked, owing to the interference with the French fishing rights on the coast. Asbestos has been found near Port-au-port, but here again, the French question has acted as a deterrent to its successful working.

THE CLIMATE OF NEWFOUNDLAND. Newfoundland has long been looked upon as a land enshrouded in fogs, and encircled in ice. It is undoubtedly true that fog hangs almost constantly on the banks, and around the southern shores of the island, but this fog curtain usually stops at the shore, while inland the weather may be bright and fine. The town of St. John's often luxuriates in bright sunshine, when a few hundred yards outside a wall of fog stands like a sentinel, waiting for an easterly wind to roll in and envelope the land. This fog is due to the cold Polar current, which flows along the eastern shore of Labrador and Newfoundland, condensing the moisture in the warm air which flows over the gulf stream. It is generated near the junction of the hot and cold streams, and with a southerly, or south-easterly wind, rolls up towards

the south and east coast of Newfoundland. The west and north-east of the island is comparatively free from fogs. This same Polar current keeps the east coast of Newfoundland very cold. In spring or early summer, as late as the end of June, this stream brings down the Arctic field ice and icebergs, which lowers the temperature, frequently as much as 20° within a few hours, consequent on a change of wind to the east. This sudden fall in temperature is one of the great disadvantages in the climate, and acts very injuriously on delicate constitutions. The climate partakes of the character of the North American Continent, but the winters are not so severe, the temperature only occasionally, and then for a short time only, falling below zero. The summers are not so hot as the Continental summer, the temperature rarely going over 80° Fah.

Winter begins to assert itself in December, and the frost and snow last until April, but not before the end of June can one say that "summer's ripening breath" is with us. The short summer, from the end of June to the end of September, is delightful, dry, and invigorating. The mean annual temperature for eight years was 41.2° Fah. (Harvey.)

CHAPTER XVIII.

A CRUISE ROUND NEWFOUNDLAND.

WE stayed at St. John's from the 20th of May to the 6th of June, when we started on our first cruise for the season round the island. Our first place of call was St. George's Bay, where we found the Pelican, which had been in harbour since the first week in May, protecting the herring fishery. We caught a few sea trout at the mouths of the Barachois and St. George's River; those taken from the Barachois were small, but those from St. George's River ran to 2 lbs. each. After leaving St. George's Bay, we proceeded up the west coast, calling at the "French Rooms," on Red Island, and Port-au-Port. From Port au-Port we went north to Bay of Islands which, as its name implies, is a bay containing numerous islands, and three arms of the sea. The longest arm is that of the Humber, which extends inland for nearly twenty miles, and has at its head the Humber river—the second largest river in the island—and the pretty little settlement of Birchy Cove, where we anchored. The entrance to Bay of Islands is wild and grand. The hill, Blomidon, which we skirted, rises precipitately from the water's edge to a height of over two thousand feet, and down its rocky sides pour miniature cataracts from the melting snows on its summit. Birchy cove is a prosperous settlement, with a fine Protestant church built by the Rev. J. J. CURLING, and near here are extensive saw mills busily engaged in cutting up timber from the Humber district. About forty miles north of Bay of Islands is Bonne Bay, whose entrance is like that of Bay of Islands, wild and picturesque. The arm runs inland about sixteen miles, and then divides into two. Near the bifurcation is the settlement of Woody Point, where we anchored. The settlement which is much scattered, contains a Roman Catholic and a Protestant church, with schools, and looks clean and prosperous.

We visited the lobster factory at Port Saunders, and the French rooms at Port-au-Choix, then passed on to St. John Island, St. Barbe, and across to Forteau, on the Labrador coast.

Forteau is a comparatively large settlement, and looked dreary indeed, as the whole country was covered with snow, with only here and there bare patches, while a cold bleak wind made us feel that we were yet in winter. The inhabitants were in a state bordering on starvation; having no salt they could not cure fish, and were therefore living from hand to mouth, a condition of affairs which appears to be chronic, not only with the inhabitants of Forteau, but also of many other settlements in Newfoundland and Labrador.

Between the lighthouse on Armour Point and Forteau, we saw thrown upon the beach, a few iron ribs and part of the bows of the ill-fated "Lily," which was wrecked here in 1889, an event that will ever be present in the memory of writer.

We left Forteau on the 19th of June, rounded Cape Norman, and Cape Bald, the two northern points of Newfoundland, and steamed down the east coast, calling at the fishing settlements of St. Lunaire, St. Anthony, Cremaillere,—where we found the Buzzard—Hare Bay, Conche, and Harbour Grace, where we anchored on the 27th of June. Here we received the telegraphic news recording the terrible disaster which the Navy sustained by the loss of H.M.S. Victoria. We returned to St. John's on the 29th of June, where we met H.M.S. Blake, with Admiral Sir J. O. HOPKINS.

On the 6th of July, the Duke of York's wedding day, we celebrated the happy event by dressing ship and giving an afternoon dance to the officials and residents in St. John's and neighbourhood, and the next day to the petty officers and men, who invited all their friends on board, to indulge in a like recreation.

On the 9th of July the French Admiral Sallandronze de Lamornaix arrived in his flagship "Naiad," but remained only a short time in St. John's.

CHAPTER XIX.

OUR SECOND CRUISE.

WE left St. John's on the 17th of July, for our second cruise round the island, but before proceeding north, we spent thirty-six hours sounding and surveying outside the narrows.

Our second cruise round the island is essentially our fishing cruise, and it is for this cruise that our sportsmen have been for months overhauling rods, casts and flies, and ordering from England large consignments of fishing gear. As the time approaches the excitement increases, and all day long, and well into the night, the mess resounds with a continuous whirr and scream of the reel, as some enthusiast is again examining his line, just to see that it has not deteriorated; while no one need be surprised to find himself hooked, as trout and salmon flies are spread out everywhere for inspection, and one will occasionally stray and be found where not wanted. Then the fly mixture has to be compounded. This fly has nothing in common with the artificial, but is very natural. There are two sorts of flies which torment and persecute the sportsman, a small black fly with longish wings, and a mosquito of a large and powerful breed; of these two, the black fly is the worse. They appear in myriads during the fishing season, and wriggle themselves up one's sleeve in spite of glove and gauntlet, or down one's neck under the veil. If they fail to reach the skin, both flies endeavour to bite through the gloves and clothing, and the mosquito often succeeds. To ward off these insects the sportsman uses gloves, veils, and various mixtures. The ingredients of the Cleopatra fly mixture consist of Stockholm tar and tallow of a sufficient quantity to form a thick paste, melted over a fire, and used cold. This smeared over the face and other exposed parts acts very

effectively, and completely disguises the individual. Some use carbolic oil, one in twenty, but this requires frequent renewing. Strangers to the Newfoundland fly occasionally laugh at the preparations made, and the apparatus invented to circumvent the insects, and boldly land to fish, trusting in their own *pachyderma*. This rashness on the part of one of our friends was followed by a sleepless night, fever, swoollen hands and face, and inability to see from his puffed eyelids, while judging from the disfigurement of his hands, face and neck, one would have imagined that he was recovering from a severe attack of small pox. Besides these flies there are others, the most troublesome being the caribou fly, which is about the size of a large blue bottle, and bites severely.

We visited Tilt Cove, a copper mine settlement, on the east coast, and the northern terminus of the telegraph. The harbour was too small for us to enter, and we accordingly lay off, and communicated with the shore by boat, afterwards going on to Canada Bay, and anchoring in the north-east arm.

Canada Bay is a long tortuous arm of the sea, many miles in extent, running in a north easterly direction, and containing several harbours with flourishing fishing villages. Into this bay fall some good salmon and trout streams. We fished the north-east brook, which has some very good pools; the first pool is about half-a-mile from the sea and is good for both salmon and sea trout, the best cast being towards the left bank at the junction of a small tributary with the main stream. We filled our baskets with sea trout and caught fine salmon of the usual weight. Otter Cove, a snug harbour on the western side of the bay, has an excellent trout stream at its head, which seldom fails to yield a good basket of sea trout, averaging about 1 lb. each.

From Canada Bay we proceeded north, visiting the French rooms of Fishot and St. Julien, and anchored in Hare Bay on the 24th of July. Hare Bay has a famous salmon river falling into the salt water about three miles from the anchorage, in Ariege Bay. Here in four days we caught 119 salmon, the largest 11½ lbs., but the majority of the fish weighed from 4 to 5 lbs. A curious feature of this river is the extreme rarity of sea trout and brook trout in its waters, while the other rivers contain both sea trout and salmon. About three quarters of a mile from the mouth is an

island with rapid water on either side. To stand on the upper part of this island and throw the fly towards the right bank just above the broken water, constitutes one of the best casts on the river. About four hundred yards above this island a rapid stream joins the river on its right side, and the pool formed by the confluence of the two streams is reckoned the pool "*par excellence*" of the lower portion of the river. Up the smaller stream, about two hundred yards, is a large lake, and at its outfall there is a small pool which seldom fails to yield a salmon. To ascend the large river above this tributary is difficult without the aid of a boat, as the river is too deep to wade, and the bush is very dense. If one struggled up two or three miles he would come to a large lake, with an excellent pool below its outfall, but if he has arranged to camp out, then he cannot do better than proceed by boat eight or nine miles inland, where he will find some splendid stretches. About five miles from Salmon River is Wester-brook, which holds both salmon and sea trout. For about two miles from the mouth the river is shallow and useless for fishing, but above this are splendid pools full of sea trout from 1 to 3 lbs. in weight, and salmon of the usual size, about 4 lbs.

From Hare Bay we steamed round the north of the island, calling at various fishing establishments, and anchored at Forteau on the 30th of July. Forteau is situated at the mouth of a large river, good for both salmon and sea trout. Good pools extend from the salt water all the way up the river. The salmon in this river are larger than those in the Newfoundland waters; the sea trout average about 2 lbs. each, many run over 4 lbs. In three days we caught eighteen salmon and large baskets of sea trout. The best parts of the river for salmon are the pool at the extreme limit of the tide influence, a hundred yards beyond the outfall from the first lake, and the pools between the first lake and the falls. The falls are a series of rapids, about thirty feet in height, and about four miles from the mouth of the river. Salmon are able to ascend the falls.

We left Forteau on the 3rd of August, and proceeded south along the west coast of Newfoundland, calling at the different harbours. At Hawke's Bay we fished the two rivers—East and Torrent river. The East river has a perfect pool about a quarter of a mile from its mouth. This pool always holds a large number of salmon at the

end of June, and early in July, and for sea trout it is the best on the west coast. The sea trout lie chiefly in one particular spot near the tail of the pool, and just behind a ledge of shelving rock. It is better to fish this pool from the left bank. The Torrent river, which empties itself into Hawke's Bay, is rapid, and difficult to fish without a canoe. It is much later than the East river, and although the fish are larger and heavier, they have the reputation of being much more stubborn and sulky.

Continuing our cruise south, we called at Bonne Bay, where we fished the river which falls into the east arm. The walking is very bad, and the pools on the lower part of the river are difficult to fish, being deep and overhung with high cliffs and trees. It is advisable to strike through the forest along a path on the left, which leads from a log hut to the river, about four or five miles from the mouth. Here we got salmon of 8 lbs. and a sea trout of $4\frac{1}{2}$ lbs.

When we arrived at St. George's Bay on the 11th of August, the rivers were too small and clear for fishing; the weather for some time had been dry and hot. The best fishing here is early in the season, from the beginning of June until the middle or end of July. The Sarachois is the earliest river, sea trout entering it towards the end of May or beginning of June. The St. George's river and Flat Bay brook are later, yet sea trout are numerous and large in the pools at the mouth of the latter in June. Two or three miles from the mouth is the Island pool, opposite a farmhouse, and about five hundred yards above this the Cairn pool, both good pools for salmon.

We left St. George's Bay on the 14th of August for St. John's, and had a very stormy passage. The morning after leaving St. George's we had a strong breeze from the south-east, which gradually increased until it was blowing a gale from eight to ten, with a heavy sea. The barometer went down to 29.23° . We rolled and pitched a good deal, and had to partake of cold viands only, which had to be eaten while sitting on deck, with the back propped up in a corner and the feet against the table or other firm support. The gale continued until the evening of the 18th, when the wind shifted to the south and soon became fair, and as we rounded Cape Race we found ourselves going nine and a half knots without sail. We anchored in St. John's early on August the 19th, where we found H.M.S. Pelican. Our stay at St.

John's at this time of the year is always pleasant ; lawn tennis is in full swing, and the lawn tennis club, with true hospitality, makes the Naval Officer an honorary member during the season. The club has eight well-kept courts where play is indulged in daily, and where lady members preside at the tea table, and dispense tea, cakes, and other delicacies during the afternoon ; and here also the " elite " of St. John's meet and talk over the latest society gossip.

But it is not alone at the tennis ground that warm-hearted hospitality is held out to the stranger. Government House has been a home where the Governor, Sir TERENCE O'BRIEN, and Lady O'BRIEN, have ever accorded a hearty welcome to all Naval Officers, from the Commodore to the latest joined Cadet, and where the kind host and hostess seem only truly happy when surrounded by a crowd of their young friends, who will long remember the home comforts and freedom of Government House

Snipe shooting opens on August the 21st, when all who are able to carry a gun sally forth at daybreak to the marshes in the neighbourhood of St. John's and Torbay, where snipe are fairly plentiful, but are much harassed by the juvenile sportsmen.

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Bonne Bay



CHAPTER XX.

OUR THIRD CRUISE.

WE left St. John's on the 7th of September for our third and last cruise round the island. If the second cruise can be called the "fishing cruise," this may be called the "shooting," from the opportunities we had of grouse and caribou shooting.

We carried the Governor, Sir TERENCE O'BRIEN, and A. D. C. Captain MELVILLE, who visited Ferryland on the east coast, the oldest settlement in the Colony. It was here Lord BALTIMORE settled in 1623, and called the place Verulam, from his estate in Somerset. This was in course of time corrupted into Ferulam, and then into its modern designation of Ferryland. We visited Trepassy on the south coast, and Placentia, where the Governor landed, to return to St. John's by rail.

We proceeded to St. George's, taking Bishop HOWLEY, Roman Catholic, with us from Placentia. From St. George's we proceeded up the West Coast, having on board Bishop JONES, and his Chaplain the Rev. J. M. NOEL, whom we landed at Bay of Islands and then went on to Bonne Bay, where we found ourselves on the 15th of September, the opening day for grouse and caribou.

Bonne Bay is not altogether a delectable place for grouse shooting, yet with hard work a fairly good bag may be made. After a climb of eight hundred feet, just behind the Protestant Church, one reaches the barrens, where the rock Ptarmigan is found on the bare summits of the hills, and in the valleys there are a few willow grouse.

We visited the Labrador coast, calling at Forteau and Red Bay, the latter having some excellent barrens for grouse shooting. Those who went out here without a



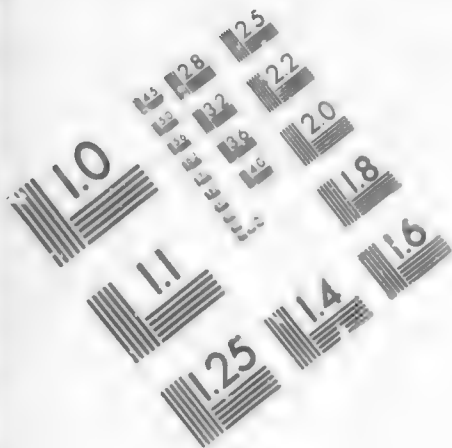
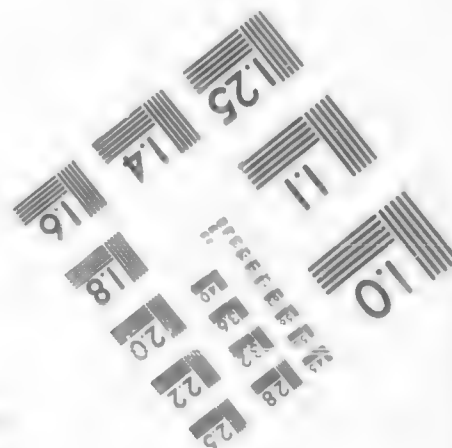
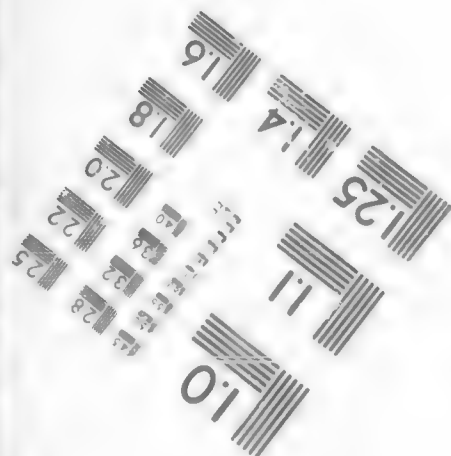
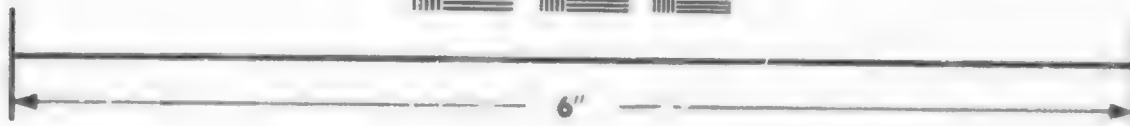
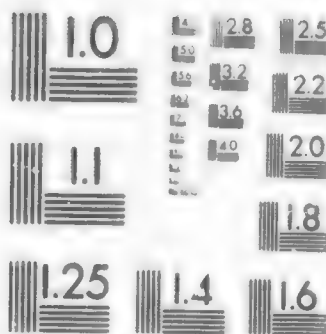


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guide were nearly lost in a dense fog, which settled down on the highlands, and but for the wise forethought of the Commodore, would have spent a miserable, cold, wet night on the hills. He ordered the steam siren to be sounded every ten minutes, and thus guided, they were able to find their way back to the ship.

Chateau Bay, to the north of Red Bay, is also good ground for grouse. It is advisable to land at the village of Chateau, keep to the left, and work the hills overlooking the sea. We steamed north up the Labrador coast, in fog and drizzle rain, until the evening of September the 21st, when we anchored off Port Marnham for the night.

This was the first anniversary of our commissioning, and the Ward Room Officers arranged to celebrate the occasion, by all the Officers sitting down in the Ward Room to partake of the small cheer provided on the coast of Labrador, and in spite of our surroundings, fog, rain, and a dreary prospect of water and rock, which tend to depress the spirits and make one feel miserable, we found the truth of Shakespeare's remark, "small cheer and great welcome make a merry feast." By 11 p.m., all the lights were out, and quietness reigned throughout the ship, and on the morrow we entered on our second year.

On September the 22nd, not being able to approach the coast for fog and rain, we put about and returned south, outside the island of Belle-isle, and anchored in Gouffre harbour, Canada Bay, on September the 23rd. Here two of us started into the interior with guides, on a hunting expedition. We were away three days, and returned with three caribou, but no good heads, and a few grouse. Failure and disappointment, as well as success must be recorded. An old stag with a splendid head, after a long and exciting stalk, afforded an easy shot, but, alas! that antlered head does not adorn the humble cottage in England—the particular spot for which had already been selected in the heated imagination of the sportsman,—but why say more on such a painful subject?

We steamed down the east coast calling at each station on the way, and anchored in St John's on October the 2nd. On our passage down we received a telegram announcing the sudden death, while at sea, of Commander HAY, of H.M.S. Buzzard.

The inhabitants at each place we visit in our several cruises, flock on board to receive the gratuitous medical and surgical advice, with medicine, which is always given by the ships on the fisheries duties. A case of drugs is supplied annually to each ship by the Colonial Government for distribution to the sick on the coast. The principal diseases met with are those of the digestive and respiratory systems. The most prevalent disease is Dyspepsia. This disease is undoubtedly caused and maintained by the use of a diet composed largely of salt fish and tea. Women are the greatest sufferers from this complaint. Scurvy is occasionally met with, due also to the exclusive use of salt food. Scabies appeared in the form of an epidemic on the west coast; it started among the children in the school, at Bonne Bay, and rapidly spread among the community.

The Commodore had a large quantity of clothing on board, contributed by Mrs. CURZON-HOWE, and other charitable friends. This clothing was distributed as far as possible to the destitute, together with flour and biscuit, as much as could be spared from the ship. It seems wonderful how these poor people pass through the winter, with such rigorous and inclement weather as they have in Newfoundland, when in summer they are almost destitute of both food and clothing.

During our stay in St. John's the weather was very cold, wet and stormy. The French-rooms were now dismantled, and the French fishermen, with the cargoes of dry fish, had left the coast and were on the way back to France. The Newfoundlander had laid in his supply of flour, molasses, and tea, and was waiting patiently for winter. We had completed our duties for the season, and after taking in supplies were, like the swallows, ready to seek warmer climes.

We left St. John's on the 13th of October, for Halifax. We visited Trepassy and Sydney, Cape Breton, on the way, and arrived at Halifax, on October the 18th. The weather here was a great improvement on that of Newfoundland, being on the whole cold, dry and bracing.

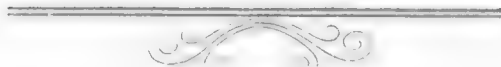
We left Halifax on the 31st of October, at 2 p.m., in company with H.M.S. Blake, and made fast to a buoy in Grassy Bay, Bermuda, at 3-30 p.m., on the 3rd of November. This was the best passage we ever made in the ship, an average of over ten knots. We had a fair wind, and therefore used both steam and sail.

We found the weather in Bermuda in November quite hot after the summer in Newfoundland, and it took our eyes some days to become accustomed to the apparent anomaly of people going about in white clothing, flannels, and straw hats.

We went into the Camber on December the 2nd, for some necessary repairs, and came out again on December the 13th, to Grassy Bay.

The Naval athletic sports were held on Moresby's plain, on December the 16th, at which Lieut. COLMORE carried off the prize in the veterans' race, and Lieut. TYRWHITT, the carrying race.

During our stay in Grassy Bay we were inspected by the Admiral, Sir J. O. HOPKINS, who expressed himself as being well pleased with the appearance of the ship, officers, and men. Here also we spent Christmas Day in the old service style. The day was hot, and bright, and very unlike the good old-fashioned English Christmas with its snow and ice, holly and mistleto.





Photograph by W. Tait, R.N.

General View of Bermuda, Grassy Bay.

Callotype by C. Mansfield, Plymouth



CHAPTER XXI.

FROM BERMUDA TO NEVIS, 1894.

WE left Bermuda on the 4th of January, for our West India cruise. The fleet consisted of the Blake flagship, Mohawk, Tartar, Buzzard, Canada, Tourmaline, and Cleopatra. The "Tamar" troopship, with the old crew of the Mohawk, and Lady HOPKINS and others bound for England, passed through the narrows just before us. The troopship, when outside stopped, while each ship of the fleet passed under her stern, manned the rigging and cheered, the old crew of the Mohawk giving an answering cheer. She then directed her course towards the old country, while we formed into double columns line ahead, and proceeded south at a speed of eight knots. The weather proved favourable for steam tactics, which were accordingly performed daily.

We arrived in St. John's Harbour, Antigua, on the 9th of January, where we found the Pelican and Partridge already at anchor. Here we had the annual rifle match between the local club and the Naval Officers of the fleet. The result of the match was reversed this year, no less than three ships making higher scores than the shore team, Dr. WILDEY of the Partridge securing the highest number of marks. A regatta was held inside the harbour of St. John's for rowing and sailing boats and for boats belonging to the fleet. Prizes were given by the inhabitants, and a cup by His Excellency the Governor.

On January the 15th, we landed over a thousand men for a naval review on the cricket ground beyond the town. The men were inspected by Sir J. O. HOPKINS, accompanied by the Governor, Sir FRED HAYNE-SMITH and Staff, and afterwards took part in a sham fight on the hills adjacent. Rain had fallen heavily during the

previous night, rendering the ground wet and spongy, but at the same time imparting a delightful coolness and freshness to the strong trade wind, which is ever blowing over the land from the north-east. The coolness of the atmosphere rendered the operations pleasant and agreeable to those most actively engaged. The review was witnessed by a large concourse of spectators, as military display, music, and the smell of burnt powder are all dearly loved by the negro.

We left Antigua on January the 16th, and proceeded to St. Kitt's, which we reached the same day. St. Kitt's is situated about forty-six miles to the west of Antigua, and is comparatively a small island, having only about sixty-eight square miles. This was our first visit to St. Kitt's, and it impressed us very favourably. The interior of the island is occupied by a mountain range, crowned by Mount Misery, 4,100 feet above the sea. We anchored in the roadstead of Basse-terre, the capital, which has a population of about eight thousand. Many of the houses are built of stone, and are surrounded by gardens full of tropical shrubs and trees, and are decidedly in a better state of preservation than those of Antigua. The roads are kept in a very good state of repair, but owing to the sandy nature of the soil, are apt to be swept away by the floods which occasionally visit the island with disastrous consequences. A monument is erected in the town of Basse-terre, in memory of about two hundred of the inhabitants who perished in the inundations of the 11th and 12th of January, 1880. Sugar is still the staple article of commerce, and it is cultivated with great care and to a high state of perfection. Several new factories have been erected, and altogether, St. Kitt's seems in a more prosperous condition than many of the other sugar islands of the British West Indies. Sulphur is found in abundance, but is not used commercially.

The service sailing regatta took place here on the 17th of January in the open roadstead. We won the cricket match, which was played on a difficult piece of ground sloping down towards the dry bed of a stream, about a mile from the town, and near the Commissioner's House. From the upper part of the cricket field a beautiful view is obtained of the town and harbour, and away to the left, of Nevis with its cloud capped central peak rising to a height of over three thousand feet. From St. Kitt's we proceeded to Nevis. The two islands are separated by a strait



Photograph by W. Tait, R.N.

Lord Nelson's House, Nevis.

Colours by C. Mansfield, F.R.S.

some three miles wide. The island of Nevis is small, containing about fifty square miles. It is rounded in form, and looks, at a distance, like a conical mountain rising out of the sea.

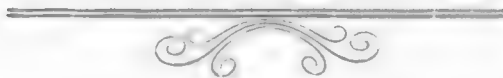
The town of Charlestown, like many other West Indian towns, shows everywhere the signs of former prosperity and wealth. The houses are substantially built, but have become dilapidated from many years of neglect; no repairs are undertaken so long as the walls will stand, and the roof protect the inmates from the weather. Near the town are the ruins of a fine hotel, built in close proximity to some hot sulphur springs. The hotel is built of hewn sandstone, and must have been quite palatial, the carved ceilings and doors being still visible in parts. The natives have taken possession of some of the smaller rooms as dwellings, while pigs, goats, and fowls are kept in other compartments. The hot sulphur baths, in connection with the hotel, are in fairly good repair, and are still much frequented for their supposed therapeutic virtues. Here, in company with the Magistrate, Mr. R. B. RODEN, we visited the places of interest, made famous by the historical associations of Lord Nelson. The first place of call was Fig Tree Church, situated on the main road, between two and three miles from the town. It is one of the oldest churches in the English Colonies, the island having been colonised in 1628. It is a wooden structure falling rapidly into decay, but since our visit, an endeavour has been made to obtain money for its restoration. It was in this church that Nelson married Mrs. Nisbet, the widow of Dr. Nisbet, of Nevis, and neice of Mr. Herbert, the president of the island, in 1787. The register of the marriage is kept here of which the following is an extract:—

" March 11th, Horatio Nelson, Esquire, Captain of His Majesty Ship, Boreas,
to Frances Herbert Nisbet, widow."

The house occupied by Captain and Mrs. Nelson at Nevis, is now, as may be seen in the photograph, in ruins, and is being rapidly overrun by tropical vegetation. Two stone-built pillars undoubtedly mark the entrance to the drive which led to the house, but drive and gateway are now filled with undergrowth, and will soon be obliterated. In this neighbourhood there is pointed out a gateway leading to the ruins of a dwelling house and sugar factory, reputed to have been the residence of Mrs. Nisbet before her marriage with our naval hero.

Sugar is largely cultivated in Nevis, and a few limes are also grown.

The inhabitants of Nevis were not to be outdone in hospitality to the fleet. They challenged us to a cricket match on a waste piece of land near the town, but before we could commence play, the ground had to be cleared of rocks and stones. A few stalwart negroes were accordingly engaged with crowbars and levers to free the pitch of rocks, and roll the large stones aside. The fleet eleven had not been accustomed to cricket under such conditions, and were therefore ignominiously beaten, much to their disgust and to the great jubilation of the natives of Nevis.





Photograph by W. Tait, K.N.

Church (Figtree) where Nelson was married

Collected by the Museum of New Zealand



CHAPTER XXII.

FROM MONTSERRAT TO BARBADOS.

ON January the 20th, we proceeded to Montserrat, which is situated twenty-six miles south-west of Antigua. The island comprises about forty-seven square miles, with a population of twelve thousand. It is extremely mountainous, and picturesque, and is the island, *par excellence*, for the cultivation of the lime tree. Large estates are devoted to the manufacture of lime-juice alone. The Montserrat company has a plantation of six hundred acres, and exports ten thousand gallons of lime-juice annually. The mountains are rugged, and densely wooded to their highest peaks (three thousand feet), while the lower slopes are cultivated with lime trees and sugar cane.

The town of Plymouth, the capital, looks old and dilapidated, with narrow tortuous streets, and tumble down wooden houses. The anchorage is open, and exposed to a heavy swell, which seems to be constantly rolling in, giving a disagreeable motion to the ships, generally more than we experience at sea. The inhabitants took the opportunity of our presence to open a very good cricket field, close to the sea and near the town; the players were rather out of practice from the absence of a cricket ground, so that the fleet scored an easy victory.

We left Montserrat on January the 22nd, and arrived in Dominica the next day. We were received in Roseau with that warm hearted hospitality and liberality which we have always found to be extended to the fleet while in the island. We had lawn tennis tournaments, cricket matches, regattas, athletic sports, and dances, so that we found the time at our disposal fully occupied in participating in these festivities. The

ball given by the married ladies on January the 25th was accompanied by a heavy downpour of rain, but this had no deterrent effect upon the hostesses or their guests, who mustered in large numbers, and indulged in dancing until the small hours of the morning. The inhabitants have made a new cricket and recreation ground in the Botanical gardens, which is a great improvement on the pitch formerly used for cricket in the town. We had a naval review on the new recreation ground, and after inspection by the Admiral, a sham fight, which, however, had to be curtailed from the heavy showers of rain. Rain sadly interferes with all outdoor amusements in Dominica, where it is rare for a few hours to pass without a shower.

We left Dominica on January the 26th, at 6 a.m., and proceeded south, skirting the west coast of the French island of Martinique. We passed the prosperous looking town of St. Pierre, and a rising piece of ground on the outskirts saw the white monument erected to the memory of the Empress Josephine, who was born here in 1763, her father being Captain of the Port. A short distance from the mainland, off the south-western extremity, rises the famous Diamond Rock with its romantic naval history. It has the unique position of being the only rock in the British Empire that has been commissioned as a ship-of-war. In height it is about six hundred feet, in circumference rather less than a mile, and "in form very much resembling a haystack." Finding that the Diamond rock had deep water all round, many French vessels escaped capture by running inside of it. Commodore HOOD, of the Centaur, determined to take possession of the rock and fortify it. In January, 1804, with incredible difficulty, five of the Centaur's guns, three long 24 and two 18 pounders, were mounted on this rock. As soon as these guns were in position, and a sufficient quantity of powder and shot for their use had been brought from the Centaur, Lieut. JAMES MAURICE, with the rank of Commander, commissioned the rock as the British sloop-of-war "Diamond Rock," with a complement of 120 men, for whom a four months supply of provisions and water had been landed. Villeneuve undertook the reduction of the Diamond Rock, with two seventy-fours, a 36-gun frigate, a brig of 16 guns, and 11 gun-boats, with between three and four hundred troops. The rock was bombarded between the 31st of May and the 2nd of June, when, having expended his powder, Commander MAURICE capitulated. The British loss was only two killed and one wounded, and

the French owned to having had about fifty casualties, though Commander MAURICE was of opinion that exclusive of the loss in ships and gunboats, three of which were lost, the detachment landed on the rock had thirty killed and forty wounded.

We anchored in Castries harbour, St. Lucia, at 3 p.m., and filled up with coal. We had a cricket match against the St Lucia Club, which is reckoned strong, and won. Our stay here was marred by the heavy rain which prevented several out-of-door amusements, among others the garrison athletic sports, and the officers 'at home,' on the Morne.

From St. Lucia we proceeded to St. Vincent, where we also had heavy showers of rain and wind squalls. We were defeated in our cricket match here, as we were the previous year, and probably from the same cause. The 'At Home' and tennis given by the Commissioner, Col. SANDWITH, C.B., and Mrs. SANDWITH, was rather spoilt by the rain that began soon after the tennis commenced, and put a stop to any further play for the afternoon.

On February the 2nd we sent down the gallant masts and lower yards, and steamed eight knots against the trade wind to Barbados. At Barbados we had the sailing race for the Admiral's cup, which was won by the Canada's cutter; a gymkana and other military sports; and on the 10th of February we received orders to proceed to Colon, and certain ports in Central America.

CHAPTER XXIII.

COLON.

WE left Barbados on Sunday morning, February the 11th, under steam and sail, and ran between the islands of St. Vincent and the Grenadines with a strong trade wind. The distance to Colon is about twelve hundred miles, and we did an average of one hundred and eighty-eight miles per diem under sail alone when the breeze was strong, but in light winds under steam and sail.

Colon, or Aspinwall, which we reached on the morning of February the 18th, is situated on the Atlantic coast in the Columbia State, and forms the terminus of the Panama railway and the Atlantic opening of the unfinished Panama Canal. From its position, the town still enjoys a brisk trade in the transport of passengers and goods across the isthmus. The houses are mostly substantially built, and the streets are well laid out, but since the cessation of the Panama canal works the houses and streets have been allowed to deteriorate, and are now rapidly falling into ruins. One of the finest houses in Colon is that belonging to the late M. De Lesseps, and one almost equally good, in close proximity to it, belongs to his Secretary. M. de Lesseps' mansion is situated on a piece of reclaimed ground close to the entrance to the canal, and has in front a statue to Columbus, presented by the Empress Eugenie in 1870. We remained two days in Colon, during which time we filled up with coal and had passes on the railway for the inspection of the canal works and the town of Panama. The railway which runs between Colon and Panama and traverses almost identically the same route as the proposed canal, is forty-eight miles in length, and was built by Americans in 1850-55.

The project of uniting the Atlantic and Pacific oceans by means of a canal is



And I will be a witness

De Lessep's House, Colon.

[illegible]

almost as old as the discovery of the Pacific. Although the proposal has been many times discussed by European nations, it was not until the spring of 1881 that De Lesseps gave practical effect to the scheme. On February the 28th of that year the first detachment of the Panama canal company's employees arrived at Colon and began to make surveys, building workmen's dwellings, hospitals, &c. In 1882 the company purchased the Panama railway. M. De Lesseps then published his estimate of £12,000,000, for which sum he calculated that he would be able to construct a tide level canal across the isthmus. Fresh loans were raised year after year until the liabilities amounted to £70,000,000 and the company was forced into liquidation in January, 1891.

What first strikes a stranger on viewing the present condition of the canal, is the extremely small amount of work actually completed for the vast sum of money spent. For about ten miles the canal is navigable by boats from Colon, but this portion is being rapidly filled up with trees, sand, and gravel, washed down from its banks by the tropical rain storms. Throughout the whole course of the intended canal the ground is cleared of trees and undergrowth, and in most places superficial excavations have been made. Everywhere along the canal are excavating machines, some afloat, some stranded, while others are fixed in swamps ready to begin work. Locomotives have accumulated by dozens at every siding, while the rows of waggons might be measured by the mile. Besides these there are steam launches, steam dredgers, piles of machinery never put together, bridges, locks, and all the other material which go to make a ship canal of such magnitude as to connect the Pacific and Atlantic oceans. The plant, which is estimated at £6,000,000, is rapidly deteriorating, as may be imagined in this climate, where iron rusts out and woodwork becomes absolutely rotten in a very short time. From a casual inspection of the canal, not one-fifth of the work has been accomplished.

One of the greatest difficulties of the work is the Chagres river, which is constantly being flooded by violent tropical storms, overflowing its banks, and sweeping material of all sorts into the excavations, so the work of months may be obliterated in a few hours. A still more formidable difficulty is found in the pestilential climate which no man has been able to withstand. The Canal Company employed all nation-

alities, American, European, Asiatic (Coolie), Chinese, and West Indian Negro. It is reported that the European stood the effects of the climate better than any of the other races. The mortality amongst the workmen employed in cutting the canal will never be really known. The company had at one time from 80,000 to 100,000 men at work, and although each steamer brought fresh consignments of men, and the company offered enormous wages, yet the works were often at a standstill for the want of labourers. It is said that carts went round Colon every morning picking up those who had died in the streets during the night, and that the dead bodies averaged from six to eight daily. This did not include those who died in the numerous hospitals, or houses, but only what would be called casualties, murders, and sudden deaths. The Jamaican Negro was largely imported towards the end of the undertaking, and if he survived a few months, he returned with, what to him, was a small fortune, but the majority never returned.

The sailing directions describe Colon with its climate as "one of the hottest, wettest, and most feverish districts in existence."

A party of about ten of us, who visited the city of Panama through the courtesy of Colonel REEVES, had a most enjoyable day. We left Colon at 7-30 a.m., and after traversing lagoons and swamps for some distance out of Colon, ran alongside the river Chagres for nearly the whole length of its course, then over some high land, and down to the city of Panama, which we reached about 10 a.m. The scenery on the journey was decidedly tropical and luxuriant, and everywhere along the line the canal excavations and works were rapidly reverting to their primitive state of forest and swamp, so that in a few years all trace of man's labour in this part of the country will have become obliterated. It was curious to watch the different races of people scattered along the line, Chinese, East Indians, Coolie, the true West African Negro, and the various mixed breeds of Indian, Spanish, and the native of Central America. They all seem to have one characteristic in common, the faculty of doing nothing except basking in the sunshine.

The town of Panama is built some four miles away from the old city of Drake and Morgan fame. It stands on a rocky ledge jutting into the Pacific, and is built in

the old Spanish style. The houses are large, dark, heavy, and substantial; the upper stories project in the form of balconies far over the narrow streets, until they almost meet those of the opposite side. There is a fine old cathedral, built of yellow sandstone, occupying one side of the square in the centre of the town, and around the other sides of the square are some fine shops and a good hotel.

The Royal Arthur, Flagship in the Pacific, was at anchor off Panama, but a considerable distance out owing to the shallowness of the water. In the town we met a few of the officers who were going to play a cricket match. We obtained a passage back to Colon in a special train which was returning with the Superintendent, Colonel REEVES.



CHAPTER XXIV.

NICARAGUA AND BLUEFIELDS.

WE left Colon on February the 20th, and arrived off Greytown, Nicaragua, the next day. Greytown is at the mouth of the San Juan river and is difficult to approach, owing to the shallowness of the water and the shifting nature of the bar at the mouth of the harbour. We lay about two miles off, and sent in a whaler to communicate with the town. This boat was nearly swamped in going in, and could not return owing to the surf on the bar, but was brought out the next day by a flat-bottomed steamboat belonging to the town.

The Nicaraguan ship canal which was intended to connect the Atlantic and Pacific by way of the San Juan river and Lake Nicaragua, has its Atlantic opening here. An American company started the canal works in 1889 at an estimated cost of £12,000,000, but they have not advanced very far. The works are at present suspended from the want of funds. The company have very little plant, only a few dredgers, and the excavated part of the canal, which is shallow, extends inland only a few miles. It is difficult to imagine that the company ever seriously intended cutting the canal.

The climate around San Juan is most pestilential. Lord Nelson, in 1777, conducted an expedition up the river, but he fell ill and was succeeded by Collingwood. "My constitution" says Collingwood, "resisted many attacks, and I survived most of my ship's company, having buried in four months one hundred and eighty of the two hundred who composed it." The transports were converted into derelicts by death, and they sank at their anchors as they lay in the harbour. Dr. Mosely, who refers to the expedition in a treatise on tropical diseases, says, "that out of eighteen

hundred people who were sent to different posts at different embarkations, not more than three hundred and eighty men returned. Men dropped dead in the march, and their bodies putrified before their companions missed them. Corpses lay unburied on the banks of the river, or were devoured by wild beasts in sight of the helpless survivors; numbers of the poor fellows lost their minds."

From Greytown we proceeded to Bluefields, taking the British Consul, Mr. H. BINGHAM, with us to investigate the disturbances between the Nicaraguans and the Mosquito Indians.

It may be asked why the Cleopatra was sent to Central America? and why Great Britain should take any interest in Bluefields? This can best be answered by giving a short history of the Mosquito coast, of the treaty of Great Britain with Nicaragua, and of the events which led to the occupation of Bluefields by the British bluejackets and marines.

The Mosquito Reservation is a low coast belt, riddled with salt lagoons, lying on the east side of Nicaragua. It was formally an independent state under the protection of Great Britain, and was only formally handed over to the protection of Nicaragua in 1860. The treaty of Managua between Nicaragua and Great Britain, 1860, was as follows:—

- (1.) England agreed to relinquish the protectorate over the Mosquito territory.
- (2.) The boundaries of the above territory were laid down and strictly defined, and remained under the sovereignty of Nicaragua.
- (3.) The Mosquito Indians were to govern themselves, according to their own customs.
- (4.) The Republic of Nicaragua agreed to pay five thousand dollars per annum, to promote the social improvement of the Indians for ten years. It was not a matter of surprise to find that several articles in this treaty had not been adhered to. Each side interpreted the treaty to its own advantage, with consequent disputes. Owing to the conflicting views and interpretations, the British Government consented to allow the points at issue to be settled by arbitration; Nicaragua also expressed her

willingness to refer the whole matter to an umpire, and it was agreed to ask the good services of the Emperor of Austria to settle the questions in dispute. He therefore in 1881, came to the following decisions: That the Republic of Nicaragua, as a mark of its sovereignty, is entitled to hoist the flag of the Republic throughout the territory assigned to the Mosquito Indians. That the Republic of Nicaragua could appoint a Commissioner for the protection of its sovereign rights throughout the whole of the territory. That the Mosquito Indians may hoist a flag, but must at the same time attach some emblem of the Republic to it. That only the Mosquito Indians could grant concessions for the acquisition of natural products. That the Republic of Nicaragua was not entitled to levy duties on goods imported into, or exported from Mosquito territory, or even to regulate the trade of the Mosquito Indians. That the Republic of Nicaragua must pay the remainder of the money stipulated in the treaty of Managua, eight annual payments being due.

Bluefields, the capital of the Mosquito Reservation, contains about three thousand inhabitants, mostly Mosquito Indians and Jamaica Negroes, but the wealth is chiefly held by Americans, who have settled in large numbers as fruit and timber merchants, and the town might be almost looked upon as an American Colony.

The chief fruit exported is the banana, which grows on both sides of the Bluefields river, as far as or beyond Rama, a distance of sixty miles. The only cultivation required is to keep down the forest and other vegetation which encroaches upon the banana plants. Two steamers per week, run between the Bluefields river and New Orleans, carrying on each voyage from ten thousand to seventeen thousand bunches. The price of the banana is about forty cents per full bunch. As the revenue is chiefly derived from the banana, so the staple food of the people is the banana, even the horses and cattle are fed on bananas, and cattle fed on bananas fatten rapidly.

Bluefields, or Blewfields, is said to derive its name from a famous pirate who frequented this locality in the pursuit of his calling. The old name of the town, both in the Spanish (*Escondida*), and in the Indian, means lurking place, or place of concealment, and the modern name of the Bluefields river, in the vernacular, means the hidden river.



Photograph by W. Tait, K.N.

Bluefields Town, Nicaragua.

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The present town is built on what was a stronghold of the Buccaneers in the seventeenth century, and for the purpose of their nefarious trade was excellently well chosen. It is situated on the southern extremity of a lagoon from five to six miles in length, and is extremely difficult to reach owing to the shallowness of the water which is only from a few inches to three and a half feet deep, while many of the flats are covered with extensive oyster beds with only canoe passages between. There are two main entrances into this lagoon, at the north and south extremities, so that the Buccaneers could pounce upon their prey either by issuing from the north or south as the wind suited, and by running in between the islands which are scattered over the lagoon, would render pursuit extremely difficult and dangerous to any except those thoroughly acquainted with the navigation of these waters. The northern passage is the one used commercially at the present day, and can only be approached by vessels of light draught. The bar at the entrance cannot be trusted to have more than about twelve feet of water, and over the bar roll very heavy breakers, especially in a north-east wind. Once across the bar the water deepens rapidly, and vessels proceed as far as the Bluff about a quarter of a mile inside the lagoon where there are some wharves and coal stores. Vessels must anchor off the Bluff to await a permit from the customs to allow them to proceed up the river and to ship a pilot, which is imperative. Merchandise for the town of Bluefields must be transhipped here and conveyed across the lagoon in flat-bottomed lighters.

The Mosquito Government consisted of an hereditary Chief and a few elders chosen to act as a council. The Chief, Robert Henry Clarence, seemed a quiet inoffensive young man who had just attained his majority but was unfortunately without education. The grand council was composed of twenty-nine full-blooded Indians, twenty-three half breeds, and three foreigners. The Indians were badly educated, and though a few could speak and understand English, they were bad business men and were constantly becoming involved in troubles with foreigners.

Although Bluefields is the capital, the Chief and his council resided at Pearl lagoon, twenty or thirty miles further up the coast.

The Mosquito Indians are descendants of the Wuleva, Rama, Smu and Carib tribes of Indians. They, like all semi-savage tribes, live a nomadic form of life and

are expert hunters and fishers, but excessively lazy and averse to work. When food becomes scarce and there are no apparent means of procuring it without having recourse to exertion, the Indian will sling his bow and arrow (he still uses the bow and arrow, although firearms are in use in the country) on his back, and without any further provision, set out on a three or four days hunting excursion. During these expeditions he will undergo great fatigue and privations, but on return to camp with the spoils of the chase, he, his family and friend will eat, drink, and sleep, and gorge themselves until the last morsel is consumed, and only when driven by hunger will he again bestir himself to procure more.

The difficulty of procuring native labour is a great drawback to the opening up of the country, which is reported to be rich in minerals. Besides bananas; India-rubber, mahogany, and cocoanuts are exported. Mahogany is found in extensive tracks in the country, and is being worked by an American Company.





Colotype by C. Mansfield, Plymouth

General Czeboza.

PLATE 1. H. K. V.

CHAPTER XXV.

THE BLUEFIELDS INCIDENT.

NICARAGUA was in a state bordering on bankruptcy, the late revolutions having completely exhausted her exchequer, leaving her without any apparent means of replenishing it, or of raising the money absolutely necessary to pay the soldiers that had been recently raised. She saw, with covetous eyes, the town of Bluefields flourishing under the benign though primitive rule of the Mosquito Indians. She saw the large export trade from the Bluefields river in bananas and timber, and the prosperous foreign residents in the town. And she said "Why should not we who are the Suzerain of the state impose dues upon this export trade, and make these foreigners pay taxes?"

About two months before our appearance off the coast, General Lacayo, the Nicaraguan Commissioner for the Mosquito Reserve, arrived in Bluefields, bringing with him General Rigoberto Cabezas. They were warmly received by the entire community, and the best feeling existed between the chief, his government, and the new arrivals. The first act of the Commissioner was to build himself a large mansion, which was looked upon as his official residence. The individual who supplied the material for the palace was never paid, but ultimately imprisoned as an enemy to Nicaragua for asking for it. A decree was now issued by the Commissioner taxing the planters and Merchants, which, of course, met with great opposition, and after much discussion was finally reduced from three cents. to one cent. In 1893, Nicaragua had a series of revolutionary outbreaks, resulting in many bloody battles, and the exiling of many of her most prominent men. Honduras, early in 1894, had one of her periodic revolutionary outbreaks, and Nicaragua, not to be left out in the

cold when such congenial work was to be had, sent five thousand men into Honduras to assist the revolutionists, who, with such assistance, were victorious. Basquez, the President of Honduras, had to fly to the United States, but soon returned to Costa Rica, where, it is said, he prepared to avenge himself on the Nicaraguans.

News now reached Bluefields that Basquez was intending to invade the Mosquito territory. This intelligence was confirmed by the Commissioner, Lacayo. The Nicaraguan Commissioner offered the chief two hundred men under certain conditions, but this offer was refused, the Mosquito Government deciding if necessary to use its own men to repel an attack. A week later a detachment of soldiers arrived and stayed ten days; they then departed, and the world was informed that a battle had been fought with the invading Hondurans. This battle, like the invasion, was a pure myth, but it was part of the plan to seize the Mosquito Reserve. Tales of all kinds were invented to justify the violation of the treaty under which the independence of the Mosquitos was guaranteed. Subsequent events justified the suspicions that the Hondurans either intended to invade, or were within hundreds of miles of the Mosquito shore.

On February the 5th, the steamship "Miranda" arrived from Greytown with one hundred and sixty men and ten officers, including a Colonel. This detachment remained at the Bluff two days, and was then conveyed in barges across to Bluefields, where the men disembarked, marched through the town with fixed bayonets, and hoisted the Nicaraguan flag on the Mosquito government staff.

On Sunday, February the 11th, Mr. INGRAM, captain of a steamer who was collecting fruit up the river, was ordered by the Nicaraguans to convey the Governor of Rama, with one hundred and twenty officers and men to Bluefields. He at first refused, but was eventually compelled to do so.

At midnight, on February the 12th, without the slightest intimation, General Cabezas took possession of Bluefields. His soldiers opened the prison, thus liberating murderers and thieves, and also broke into all the public buildings and removed the archives of the Mosquito Reserve.

On the morning of February the 13th General Cabezas issued a manifesto denouncing the chief and his government as rebels, and stating that the government of the Mosquitos has ceased to exist. New officials were put into all the public offices, and the Nicaraguan flag hoisted on each flagstaff. Martial law was at once put in force; the streets were patrolled by half starved creatures they called soldiers, fully armed. Being badly fed and unpaid, they lived by stealing and money collected by terrorising the inhabitants. The officers made no effort to control the men, but rather encouraged them. The soldiers broke into the wine and spirit stores, and while some became helplessly intoxicated, others staggered out into the streets, which soon became the scene of the wildest disorder. Parties of drunken soldiers insulted everyone they met: no woman could venture out of doors after dark without being molested. The drunken rabble challenged everyone who approached, and in the event of not being answered, they at once fired, to the imminent danger of the inhabitants. The Chief, Clarence, entered a vigorous protest with H.B.M.'s acting Vice-consul, Mr. J. D. HATCH, who lost no time in communicating with H.B.M.'s Consul at Greytown, Mr. H. BINGHAM. Protests were also entered by the United States Vice-consul, Captain SEAR. General Lacayo made a proposition to the chief, with a view of conciliating him and his people. He offered Chief Clarence a commission in the Nicaraguan army as Brigadier-General, a life appointment. Further, a pension was promised him for life, and it was also promised that he should be made Governor for life of the Mosquito Reserve. Pensions and official positions under the government were offered to the most prominent men of the council and their friends, but all these tempting offers and promises were refused. Soon after this, Chief Clarence, to escape assassination, fled to the bush, where he was hidden by his devoted followers. Meanwhile, the soldiers, by their brutal treatment of the negroes, so infuriated them, that it was extremely probable a rising would take place. Perfectly innocent people were arrested and thrown into prison, kept days without food, and otherwise ill-treated. The report that the United States man-of-war "Kearsarge" was ordered to Bluefields, quieted things down for a little, but directly the loss of the ship on the Roncador reef became known, they returned to the old regime.

CHAPTER XXVI

CLEOPATRA AT BLUEFIELDS.

AT this juncture the Cleopatra dropped anchor off the bar of Bluefields Lagoon, much to the delight of the inhabitants, who never felt certain what would happen from hour to hour. Captain CURZON-HOWE landed early on the morning of our arrival, February the 25th, and was at once met by Mr. J. D. HATCH, H.B.M.'s acting vice-consul, who explained the situation to him. The Captain then proceeded to call upon the Commissioner, and on the way, had a good illustration of the arbitrary manner the Nicaraguans treated the natives. While the Captain was talking to a citizen on the main street, suddenly twenty men under Colonel CORTINE dashed down the thoroughfare, dispersing the crowd, who had collected from curiosity at the Naval Officers' uniform, at the point of the bayonet.

On the arrival of the British Consul, Mr. BINGHAM, at 3 p.m., vigorous protests were at once lodged with the Commissioner. Everyone appealed for protection. Captain CURZON-HOWE had now to return to the ship, but promised to land again the next morning. On his arrival on shore the next day protests from all the leading citizens were lodged at the Consular Office, imploring him to put an end to this lamentable condition of affairs. They pointed out that a general rising was imminent, and that their lives and property were at the mercy of the rabble, who continually threatened to set fire to the town. A mass meeting was at once held, at which the Captain said that having no instructions, and seeing the serious nature of affairs, he had determined to proceed to Colon to wire for orders, the telegraph at Greytown being unreliable, but during the absence of the ship he would leave behind, in the neighbourhood, a guard of seamen and marines who would afford the much sought for protection, should it be required.



Photo Courtesy: W. J. Lee, Jr.

Nicaraguan Army.

George W. C. Manning, Esq.

We accordingly, on February the 27th, left thirty seamen, and ten marines under Lieut R. B. COLMORE, Lieut. TYRWHITT, Lieut. HARRIS, R.M.L.I., and Mr. DOUGLAS, Midshipman. This force was anchored in three boats off the Bluff, with arms and ammunition, and had strict orders to remain in the boats day and night, and only to land at the urgent solicitations of the authorities.

Martial law was now raised, and the soldiers were posted in the town with batons instead of rifles and bayonets. Every day during the absence of the ship, the town was visited by one or more Officers from the Bluff, and it is supposed that this constant supervision had a most salutary effect in preventing a recurrence of the former brutalities. One night the Nicaraguan sentries got drunk, and began to fire in various parts of the town, but this was promptly stopped by the British Consul, Mr. BINGHAM. The next day a Nicaraguan attempted to stab the Chief of the Mosquitos, who was therefore sent on board our boats at the Bluff. Meanwhile the Cleopatra steamed to Colon, filled up with coal, and the Captain sent Mr. LEONARD with despatches to the admiral.

We arrived off Bluefields again on March the 3rd, and the Captain was asked to meet some of the most prominent citizens and Consuls at the British Consulate. An attempt to form a local government, pending instructions from England failed; and the Commissioner was at last prevailed upon to withdraw his troops from the town, and send them on board the Cleopatra. The Commissioner evidently understood this request for evacuation to be imperative, and that in case of non-compliance he would have seen it accomplished *volens nolens*. We accordingly embarked one hundred and thirty men and officers on March the 5th. The Commissioner at the same time assured the Captain and Consular Authorities that the remainder of the troops, about forty in number, would leave early the next day for Rama. The men were given the starboard side of the quarter-deck, and the Officers the port. The men were destitute of all uniform, and scarcely any of them had shoes. The Officers were very much like the men, except that most of them had shoes and a shirt. All were armed with rifles, which were taken away from them as they stepped on deck; the same was done with the swords and revolvers belonging to the Officers. We conveyed them to Greytown, which we reached the next day, and there disembarked them, evidently

much against their inclination ; they appeared so perfectly happy and contented that they were loath to leave the ship. Soap and water had to be liberally applied to cleanse the ship after their occupation.

On our return on March the 7th, we found that our party had been called into the town at the earnest solicitation of the inhabitants. It appears, that on the night we left, the Commissioner's servant, very drunk, and stating that he had orders to settle with the negroes, marched down the street with a loaded revolver in his hand. On arriving near a group of civilians he fired three shots in rapid succession into their midst and at a man who tried to arrest him, fortunately without doing any damage. The police appeared on the scene after the alarm was over, and instead of arresting the offender, seized an unfortunate, harmless man, who was shamefully beaten and dragged to gaol. This enraged the populace to such an extent that had it not been for the prudence of Mr. HATCH and several American gentlemen, undoubtedly a rising amongst the native population would have taken place. The so-called police then entered a drinking saloon where a few civilians were holding a concert, and stopped the performance. Several arrests were made, and a crowd quickly collected. What happened it is difficult to say, but soon a shot was fired by one of the police and quickly followed by another. A body of soldiers were then turned out fully armed, and they opened fire at once and the whole town was in an uproar. Two men were killed and several wounded, amongst whom were some harmless civilians. The Commissioner now becoming alarmed, called a meeting of the Consuls and despatched an urgent message to the Bluff requesting immediate assistance. At 12-45 a.m. the canoe arrived alongside the boat with the letter addressed to Lieut. COLMORE, who immediately responded to the appeal. He took twenty-eight men, and Lieut. TYRWHITT, and Lieut. HARRIS, R.M.L.I., with him in the whaler and canoe, and left Mr. DOUGLAS, Midshipman, behind with the remainder of the men to follow with the steamboat and pinnace directly the state of the tide would allow the boats to pass over the flats. The night was pitch dark, rain was falling at intervals and a fresh breeze was blowing from the north-east. Although the town was five or six miles distant, the boats arrived alongside the Commissioner's wharf at 1-45 a.m. and Lieut. COLMORE immediately proceeded to Lacayo's, where he found the inmates in a state

of terror, the doors barricaded, and Winchester repeating rifles showing out of every window. He gained an entrance after great difficulty, and not without danger of being shot ; at the same time Lieut. COLMORE guaranteed to preserve order, provided the troops were disarmed and confined to barracks. This, after some demur was agreed to in the presence of the Consuls. The seamen and marines marched through the town with fixed bayonets, and then divided, one party under Lieut. TYRWHITT proceeded towards the Court House, where the soldiers were billeted ; the other, under Lieut. HARRIS, R.M.L.L., marched towards the American Consulate, with orders to meet and surround the tavern where the riot commenced. Near this place were found two dead bodies, and several others wounded. Sentries were posted along all the streets, and at 4 a.m., order was fully restored, and according to a representative of the people, " For the first time for six weeks we felt secure, and our heartfelt thanks are due to Captain the Hon. A. G. CURZON-HOWE for his forethought in leaving a guard for our protection " By Lieut. COLMORE's orders all liquor shops were closed, and the carrying of arms in the streets prohibited.

Lacayo soon repented of his agreement with the British and seeing the small number of the English, endeavoured to get them out of the town, but the Nicaraguan demeanour was much modified when Mr. DOUGLAS arrived with the large boats and machine guns. Some of these guns were landed, while others were mounted in the boats anchored off the town.

On the return of the Cleopatra to Bluefields, on March the 7th we landed sixty-five more men, and it was only by bringing pressure to bear upon Lacayo and Cabezas, that we could keep the soldiers confined within the barracks. A plot was discovered by Lieut. COLMORE whereby one hundred and forty Spaniards, sympathising with the Nicaraguans, had resolved to seize the Court House, with its arms and ammunition, join the soldiers, and drive the British out of the town. We took charge of six cases of rifles and thirty thousand rounds of ammunition which were transferred to the ship and conveyed to Greytown and handed over to the authorities. An attempt to poison the wells was also made, but this was frustrated by the vigilance of our officers on shore.

CHAPTER XXVII.

OUR RELIEF AT BLUEFIELDS.

H.M.S. CANADA arrived off Bluefields, on March the 16th, to relieve us, but before leaving, the Captain and Officers were presented with an illuminated address by the Americans, as a mark of appreciation for the valuable services rendered; while the other inhabitants wrote to Admiral Sir J. O. HOPKINS, thanking him for so promptly sending a ship to their assistance, and pointing out that in the absence of a warship, "our lives and property, without doubt, would have been sacrificed."

The Bluefields troubles did not end with the departure of the Cleopatra. The men from the Canada, who had replaced the Cleopatra's men, were almost immediately withdrawn from the town. Lacayo, the Nicaraguan authority, promised faithfully to protect life and property, and solemnly assured the citizens that he was in a position to maintain perfect order. The Nicaraguans began immediately to return to Bluefields, arriving in boats, small and large, until nearly all had come back. A Provisional Council was formed to take charge of Bluefields and vicinity. Lacayo assumed full jurisdiction, and placed an export duty of three per cent. on each bunch of bananas. Lacayo after a few months rule was recalled by the Government, owing to his arbitrary actions. He left for Greytown, and then proceeded to Managua. He left General Cabezas as Commissioner and Military Commander. The Canada was now replaced by H.M.S. Magicienne, and the American San Francisco by the New York.

The council was sadly in need of funds. To meet the deficiency in the treasury, General Cabezas reduced the police force, and refused to pay the men who were dismissed. This led to riots, during which the ex-policemen were imprisoned, beaten, and otherwise maltreated. A serious riot broke out on the 5th of July, during which



Photograph by W. Tarr & N.

Nicaraguan Army.

Collopy by C. Mansfield, Plymouth

two Nicaraguan soldiers were shot, and the town left without any legal authority. General Cabezas was now called upon to surrender and withdraw his troops. He acquiesced, and withdrew to Rama, and Chief Clarence was reinstated in his former position. Ten days later, Cabezas seized the American steamers that were collecting fruit up the river, and compelled them to convey him and his men to Bluefields. They landed about seven hundred strong, marched through the town, posted cannon at various points, and to the strains of music went through the ceremony of retaking the town. They fired sixty-three rounds from the cannon, tore down the Mosquito flag, rent it in shreds, and fired it from their guns.

Dr. Madriz, the new Commissioner, requested the allied troops, English and American, to retire, representing that Nicaragua would protect her territory and rights. Captain LESLIE C. STUART, of H.M.S. Mohawk, which had replaced the Magicienne, soon after this request withdrew his men, who had been on shore protecting British residents. When the Nicaraguans landed, the people fearing for their lives, fled from their homes: hundreds of them seeking British protection, while others sought the protection of the bush, where they lived. Captain STUART offered to take all British subjects who felt unsafe, to Costa Rica. Many abandoned their homes and effects; one hundred and eighty being taken to Limon, and sent to Jamaica. On the next two trips he took sixty more. Americans as well as British residents, to Port Limon. Many Americans sought protection on board the Mohawk in preference to their own ships.

On August the 16th, Dr. Madriz sent a message to Mr. HATCH, H.B.M.'s acting-Vice-consul, and various officials of the Mosquito Government, saying he wanted to see them in his office. Arriving there, they found themselves prisoners. Without having an opportunity of communicating with their families or friends, or even of obtaining clothes and necessities, they were hurried away to the Bluff, where they were kept several days, and fed on native cheese and biscuit. Chief Clarence was captured in Pearl City, and joined the other prisoners at the Bluff. From the Bluff they were taken to Greytown, thence on to Managua, and immediately taken before the President Zelaya, who awarded them various terms of imprisonment and banishments. Many of the exiles, among them Mr. HATCH, found their way back to Port

Limon, where they were well looked after by Captain STUART of the Mohawk, who rendered them every possible assistance, and caused them to be conveyed to Jamaica, and to such other places as they elected to go. Chief Clarence, and Mr. HATCH, remained for some time near Kingston, Jamaica, where we renewed our acquaintance with them during our last West Indian cruise. The British Government demanded an apology, and £15,000 as compensation for damages sustained by British subjects. At the time Nicaragua refused both. The closing scene in May, 1895, shifted from the Atlantic to the Pacific coast. Admiral STEPHENSON with his fleet seized the Nicaraguan seaport of Corinto, thereby paralysing her trade. Nicaragua, seeing that she had at last succeeded in arousing the British Lion, humbly apologised, while San Salvador guaranteed the money.

This is one of the many occasions on which a naval officer finds himself brought face to face with difficulties of a political nature, and of international importance, with which he is obliged to contend at the instant, on his own responsibility, without reference to his superiors, in order to save life and property.





Photograph by Capt. R. N.

Children's Group at Bermuda.

Gifts by C. Mansfield, Plymouth

CHAPTER XXVIII.

FROM MOSQUITO COAST TO NEWFOUNDLAND.

WE left the Mosquito coast on the 18th of March for Jamaica, calling at Great Corn Island on the way. Corn Island belonged to the Mosquito Reservation, and was likewise under the protection of Great Britain, but it seems to have been seized by the Nicaraguans, and was held by them during our visit. The island is situated about thirty miles from the Mosquito coast, and is about two and a half miles long by two broad. It rises in the middle to a height of three hundred and seventy feet. The inhabitants number about three hundred, and are chiefly liberated Africans, with a few Nicaraguan soldiers. The chief exports are cocoanuts, which grow abundantly all round the shore, but poultry, pigs, and a few cattle are also reared. The island is reported to be very healthy as there are no marshes or swamps.

We left Corn Island on the 19th of March, and proceeded to Jamaica, which we reached on the 23rd of March. Here we coaled, and partially repaired the screw shaft coupling and bearings which had worn to such an extent as to render it absolutely dangerous to proceed. Our three days' stay in Jamaica was highly appreciated, even Port Royal having great attractions after the Mosquito coast.

We left Jamaica on the 27th of March for Bermuda, and arrived there on April the 3rd after a rather stormy passage. During our stay in Bermuda we were docked and had our shaft coupling and bearings thoroughly repaired. While the ship was in dock the men and officers were lodged in the "Shah" receiving ship. On April the 23rd we gave a children's party on board the "Shah" which is excellently suited for such an entertainment. Before dispersing, a photograph was taken of the children on deck with Mrs. CURZON-HOWE as hostess. Each child was given a toy,

and afterwards a photograph of the group, as a reminiscence of what to them was a very happy day.

About 8 p.m. on April 25th, an alarm of fire was raised in the dockyard. It soon became apparent that the fire was in the neighbourhood of the powder magazine, between the Dockyard and the Commissioner's House, and that the flames had got a firm hold of the workshops and stores in connection with the magazine. The dockyard bell was rung, and very soon, in answer to the summons, the workmen from Ireland and Somerset poured into the dockyard. They manned the manual fire-engine, which with the steam fire engine already on the scene, pumped an abundance of water upon the flames and the adjacent magazine buildings. Meanwhile, about one thousand men from the fleet, under Captain CARR, Captain-in-charge, were busy assisting in carrying from the burning stores shell, both filled and empty, belonging to all the guns in the fleet. It is too terrible to contemplate what might have been the consequences if these shells had remained in the stores. The explosion of even one 9-in. shell among the crowd of men attending the fire would have been most disastrous, and as within ten yards of these burning buildings 285 tons of gunpowder were stored, only separated from the fire by a roadway, the greatest alarm was felt. It is useless to speculate on the hypothetical effects of the explosion of such a quantity of gunpowder. The women, children, and domestics inhabiting the Dockyard Terrace, received orders to evacuate their houses, and leave the precincts of the dockyard. Many found shelter in the Naval Hospital, while some travelled as far as Boaz and Somerset. It is difficult to form an opinion on the origin of such a fire, but it was rumoured that a candle had been left burning in the office adjoining the armourer's workshop.

On the 29th of April, we left Bermuda, and proceeded north to Halifax. The temperature at Bermuda just before our departure, varied between 65° and 70°, and by May the 2nd, this fell gradually to 58°. Between May the 2nd and the morning of May the 3rd, the temperature fell suddenly 21°, and on our arrival in Halifax harbour the thermometer registered 37° fah.

We left Halifax on May the 11th to take up our duties on the Coast of Newfoundland as Commodore's ship for the protection of the fisheries. On the evening of May the

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Fire in Bermuda Dockyard Ruins.

13th, when near the coast of Newfoundland we passed through a barrier of floating ice, extending away from the coast as far as one could see towards the north and east. The temperature was now very low, being down to 34° Fah. At 4 a.m., on the morning of May the 14th we again encountered float ice, which became more and more compact to the north and east, with occasional stretches of clear water extending towards the shore. Towards noon, when off Cape Spear, we were completely surrounded, and had cautiously to plough our way through and between the floes of ice for about two hours, when we got into the harbour of St. John's. Fortunately the harbour was free from ice, but two days later the entrance and the greater part of the anchorage became packed with ice floes, driven in by an easterly gale.

On May the 23rd, the Commodore and Mrs. CURZON-HOWE were "At Home" on board the Cleopatra, when large numbers attended from the shore. The Cleopatra's band discoursed its best dance music; the weather was fine, and the *élite* of St. John's availed themselves of the opportunity for enjoyment.



CHAPTER XXIX.

OUR FIRST CRUISE, 1894

WE left St. John's on May the 26th for our first cruise round the island. The weather was foggy when we started, and so continued until we left St. Pierre, on the south coast. We remained one day at St. Pierre, exchanging salutes and complimentary visits with the French Flagship, *Naiade*, Admiral Comte de Maigret, and the various officials from the shore. We proceeded along the south, and up the west coast, calling at St. George's Bay, Bay of Islands, Bonne Bay, and other small settlements. On June the 8th, when at anchor in Brig Bay, we experienced a Newfoundland snow storm, which lasted about four hours, and changed the appearance of the country from summer to mid-winter. On June the 9th we encountered large masses of ice drifting down through the straits of Belle-isle, and in the evening we found our further progress north barred by tightly packed field ice. The ship's head was accordingly turned to the south, but here again we were soon brought to a standstill by ice, which had gradually drifted round behind us, until we were completely hemmed in. We remained hard and fast in the ice for three days. The weather, while we were in the ice, was on the whole favourable. We had a few snow showers, but these were of short duration. Men and officers were able to leave the ship, and travel over the ice with perfect safety. The thickness of the pans varied greatly, some were as much as ten or fifteen feet thick. Our position was not altogether a pleasant one, for besides the pans of ice which seemed to be moved by some mysterious power, there were huge icebergs aground in water, from thirty to forty fathoms deep. Around and between these we drifted in the field ice, fortunately without making closer acquaintance with these monsters than to see the icefloes crunched and split against

their cold blue sides, and piled up in superimposed masses by the same unseen impelling force. A similar fate would have befallen the Cleopatra, had it been her misfortune to be placed in a like position. On June the 12th the floes opened a little, just as suddenly and mysteriously as they closed, and we were able to cut our way into some comparatively clear water, and so on to Belle-isle where we communicated with the lighthouse people, being the first persons they had spoken to since the previous autumn. The next day we teamed south, down the east coast of Newfoundland, through ice and icebergs. We did not approach nearer the shore which appeared blocked with ice, than ten or twelve miles. On June the 14th we attempted to reach Twillingate, but failed, owing to the heavy ice which for many miles surrounded the island. We therefore bore away for Harbour Grace, which we reached on June the 15th, leaving again on the 18th, and arriving in St. John's the same day.

On the 23rd of June the Commodore received a telegram announcing the birth of the infant Prince Edward of York. We dressed ship and fired a royal salute. On June the 26th, to celebrate the happy event, we gave an afternoon dance on board, which was well attended by our friends at St. John's, and the next day we repeated the entertainment to the ship's company and their friends, which, judging from the number who availed themselves of the invitation and their evident enjoyment on board, must have been highly appreciated.

During our stay at St. John's the Peary Auxiliary Relief Expedition arrived from America in S.S. Portia, and left again on July the 7th for the rendezvous in Inglefield Gulf, North Greenland. The expedition, which was in charge of Mr. HENRY G. BRYANT, chartered the whaling steamer Falcon for the cruise. As the steamer passed the Cleopatra, the bluejackets manned the rigging and gave her three rousing cheers and wished her Godspeed. Mr. BRYANT, who is no novice at Arctic exploration, was accompanied by the following scientific gentlemen:—Professor LIBBEY, Geographer; Professor CHAMBERLAIN Geologist; Dr. EXEL OHLIN, of Sweden, Zoologist; Mr. EMIL DIEBITSCH, Civil Engineer; Mr. H. L. BRIDGMAN, engaged by the newspaper press, and Dr. H. E. WETHERILL, Surgeon. Professor LIBBEY had very sanguine anticipations of the advantages of photography in physical

geography and surveying, and intended making extensive use of it in this voyage. The main object of the expedition was the relief of Lieut. PEARY, who, with Mrs. PEARY, a nurse, and a baby girl born under the Polar Star, a snowdrop lifting its tiny head through frost and snow, exposed to the icy blasts of the Arctic, had spent the winter in Inglefield Gulf. The plans of the expedition included a search for the Swedish Naturalists, Björling and Kallsteines, and also investigations into the flora, fauna, physical geography, and glacier action in Greenland and the far north.

On the arrival of the expedition at the rendezvous, it was found that Lieut. PEARY's inland exploration on sledges, which was undertaken to determine the insularity of Greenland, had been a failure. PEARY therefore resolved to make another attempt, and return to the United States in the summer of 1895. The Falcon with the other members of the expedition on board bade farewell to Lieut. PEARY off Cape Yorke, and continuing her course south, arrived at St. John's on September the 15.

Sunday, July the 8th, the anniversary of the great fire, witnessed an arrival in the City of St. John's which excited the deepest interest on board the Cleopatra. A baby sailor boy was born, descended from a long line of ancestors noted in the annals of the British Navy, surrounded by insignia of the Service, nestled under the Union Jack as a coverlet, and overshadowed by the broad pennant which floated from the head of his cot. The little stranger soon acquired the appropriate distinction of "*Le petit Commodore*."

On July the 10th and 11th we gave an assault-at-arms in the skating rink, in aid of the Sailor's Home at St. John's, but the performances were only indifferently attended.

St. John's received a visit from the French flagship "*Naiade*" and "*Rigault de Genouille*," which infused a fresh amount of gaiety into St. John's society.



Look N.E. - W. Fort N.Y.

Rouge French Rooms.

Copyright by C. Van der Plighe

CHAPTER XXX.

OUR SECOND CRUISE

WE left St. John's on our second cruise round the island on July the 21st. We proceeded up the east coast of Newfoundland, to Hare Bay, where we had some salmon fishing. The river, which was in good order on our arrival, fell rapidly and became very clear. The catch for four days was one hundred and thirty-four, the largest fish weighing $12\frac{1}{2}$ lbs. At Hare Bay we found General DASHWOOD encamped with three Indians and two canoes. He had been on the river about a fortnight before our arrival, and although at first the river was a blank, he had latterly done very well. He dined with us on board the Cleopatra, and regaled us with personal reminiscences of flood and field, and before leaving gave us the true killing fly for the Newfoundland rivers.

Salmon river in Hare Bay has been fished by Naval Officers for many years, and is almost the only river that has been annually visited by the ships-of-war, notwithstanding that many other rivers in the island enjoy a reputation far in excess of Hare Bay, both as regards the number and size of the fish. Why this predilection for Salmon River? It is situated on the treaty shore; it is in close proximity to the French-rooms of St. Julien and Fishot, which are constantly being visited; it is one of the few rivers that are not netted, and is therefore fairly well stocked with fish. Besides, the Bay is admirably suited for carrying out our drills, torpedo exercises, etc., thus combining duty with pleasure.

The mere name of Hare Bay carries the writer back in fancy, by the memory of the many pleasant hours spent on its waters, and changes the scene from a close confined house or ship, to the cool breezy banks of the Salmon river. He finds himself

once more wading up the Doctor's Pool, feeling the rushing water around his feet, and seeing the white fleecy clouds creeping up from the west, bringing the fresh westerly breeze, laden with a mixed perfume of wild flowers and pine trees, and rippling the still smooth surface of the river. All around are the dark and sombre pine woods, interspersed with a few bright green birch, swaying their tops to the freshening wind. The impetuous rush of the stream is heard as it pours out of the lake, and chafes and foams in its haste to join the main river. The lonely lake lies enclosed by dark wooded hills, undisturbed by the presence of man, and the silence unbroken, save by the wild weird cry of the great northern diver. He sees, in his favourite pool, that dark eddy where he has hooked, and that gravelly bank where he has landed many a salmon. The large boulder at the back has served for five years as a rest for the gaff, and a gauge for the height of the water. And see over yonder, on the flat rock, half hidden in dwarf alders and marsh marigolds, by the side of the smaller stream, where flit a couple of jays, lies the fishing basket and the lunch which the sprightly jays are waiting to share, while fearless of danger a merganser duck, which has a nest close under the bank, swims in the back water, surrounded by her brood of young ones, like little balls of wool. The whole forms a soothing picture of nature, in a wild uncivilised country, where bird and beast have not yet been taught to look upon man as an enemy. A deer is seen coming down and drinking within fifteen yards of the fisherman, and in place of betraying fear, only displays an undisguised look of astonishment at the presence of a creature new to its world.

From Hare Bay we proceeded up the coast of Labrador as far as Hamilton Inlet, the northern limit of our station. At Indian Harbour the "Deep Sea Mission" has established a hospital for the treatment of fishermen engaged during the summer on the Labrador coast. The hospital was in charge of Dr. GRENFELL, who, at the time of our visit on August the 2nd, had not arrived from Montreal, whither he had gone to take charge of a steam yacht. There was only one patient, a convalescent from rheumatism, in the hospital, which was then in charge of a young assistant and a nursing sister. A yacht belonging to the Mission, which had brought the assistant and sister out from England, was lying in the harbour, and was supplying them with provisions and stores. We lent them the carpenter's staff to put the hospital into thorough repair, and make a few alterations.



Collotype by C. Maunell, Plymouth

St. Julien French Rooms.

Photograph by W. Tait, R.A.

From Indian Harbour we steamed up Hamilton Inlet to Rigolette, a Hudson Bay Station, which comprises besides stores, one house belonging to Mr. WILSON, the Agent, and a few huts belonging to Eskimo Indians. A very cordial welcome was given us by this most hospitable gentleman and his charming family. From Rigolette we returned down the coast of Labrador to Forteau, calling at the various fishing stations *en route*.

At Forteau the fishing was poor, as the river was too small and clear. We only obtained ten salmon, but some very good sea trout. We met Captain DOUGLAS of the Canadian Marine, who was engaged in erecting one of Lord KELVIN'S tide-gauging machines in the harbour of Forteau. From Forteau we proceeded down the west coast of Newfoundland to Bonne Bay, where we lost one of our shipmates, ALBERT STOKES, Petty Officer, who died after a long illness, and was interred in the small cemetery there.

From Bonne Bay we proceeded south, calling at the different settlements, until we reached St. George's Bay. We anchored at St. George's for the night, and then proceeded to St. John's, which we reached on August the 19th. Mrs. CURZON-HOWE gave another "At Home" on board the Cleopatra, on the afternoon of August the 23rd, which, thanks to the admirable tact and good taste displayed in all the arrangements by the hostess, was like its predecessors, most enjoyable, and a complete success. While at St. John's, we, with the Pelican's bluejackets and marines, landed for a naval review and shamfight, on St. Bonaventure's College Grounds. The weather was fine, and the grounds were crowded with spectators. The streets, fences, housetops, and every available coign of vantage, where the people could get a glimpse of the manoeuvres, were packed with sightseers, who watched the mimic warfare with great interest, and loudly applauded each evolution. The review was a decided success, and a great source of enjoyment to the public.



CHAPTER XXXI.

OUR THIRD CRUISE.

WE left St. John's on September the 10th for our third and last cruise for the season. Proceeding up the east coast to Tilt Cove, we inspected the copper mine in charge of Captain PHILLIPS, a Cornishman, and then on to Canada Bay, anchoring in Otter Cove.

We opened the grouse shooting season at Canada Bay, and although the grouse were scarce, and the walking very difficult and fatiguing, the birds afforded splendid sport. Comparisons, it is said, are odious, nevertheless, the Newfoundland willow grouse would compare favourably with its Scotch cousin, the red grouse. Seventy or eighty years ago the Scotch grouse was as healthy and strong, so far as we know, as the Newfoundland grouse. About that time the system of letting the moors for the shooting was first started, and at the same time the protection and over-preservation of the moors, and the ruthless extermination of all vermin and predatory birds was begun. But man cannot interfere with the balance of nature with impunity; nature has her Nemesis. The birds soon began to show signs of deterioration; they became sickly, and epidemic diseases broke out and swept them off in thousands.

In Newfoundland there is no preservation. Cruel and relentless nature reigns supreme. Here it is a severe struggle for existence; the law is that of the survival of the fittest. Foxes, martins, hawks, owls, and various predatory birds compete with each other for the possession of this dainty bird: while he, in his turn, has grown larger and stronger, and has so well adapted his colour to his surroundings, in order to escape his natural enemies, that one may actually walk through the middle of a covey without being aware that a single individual is in the vicinity.

A sportsman in Newfoundland requires to have a good sporting dog accustomed to rough work. Nearly everyone uses setters, usually the variety called Irish setter, which is hardy and stands the rough work and cold weather very well. The grouse around Canada Bay are nearly equally divided between the rock ptarmigan and the willow grouse, the former on the highest ridges, and the latter in the more sheltered lowlands. There is nothing more pleasant than a tramp over these breezy uplands, in the bright warm days of September, gun on shoulder, and accompanied by a faithful dog, reclining, when tired, on the thick tangled bed of dry moss and shrub, and being fanned by the warm westerly wind, and abandoning oneself to the contemplation of nature. What glorious views one obtains from the summits of these Newfoundland mountains! Looking inland, hill rises beyond hill, until lost in a bluish haze. There are sombre dark green forests of spruce on the slopes, with lonely quiet sheets of water in the hollows, while stretching away towards the sea, one gets glimpses of the silvery river meandering through dense bush, until it shoots out into the open blue sea, flecked with dazzling white specks, icebergs on their long journey from the Arctic sea to warmer climes.

Four officers left the ship on the morning of September the 14th, for the interior, to shoot caribou. They were accompanied by guides, and were away four days, but except for a small deer and a bear's cub, the expedition was a blank. Caribou were seen, but with that perversity characteristic of caribou and other large game, they always keep out of range.

From Canada Bay we steamed up the east coast to Chateau Bay, Labrador. We had some very good grouse shooting here. Several of our messmates camped out on the barrens, and although the weather was fine and warm during the day, the nights and early mornings were a little chilly. When shooting we are up betimes, generally before dawn, as the distances to be traversed before reaching the shooting ground are often considerable. At Chateau Bay we are called at daybreak. Cold meat and ships' cocoa are the orthodox early naval breakfast, after which we had a long pull of about four miles, before arriving at the village of Chateau. Chateau is a small fishing settlement, with only one or two permanent residents, the others being summer visitors only. We walk over the neck of land on which the village is built, to the sea on the

other side, then after a scramble over rocks, and through scrub, for about a mile along shore, we strike inland over the open heath. A stiff climb brings us on to the breezy open barrens, interspersed with clumps of thick scrub. In fine warm weather we may expect to find the birds feeding on the berries in the open, and more especially around the outskirts of the scrub, into which they generally retire for a few hours' quiet siesta in the middle of the day. Nor are we disappointed, as we have bagged three or four brace by working the barrens, and beating the outlying clumps of trees. But this is tiring work, and here is a spot for lunch. A bank covered with a thick turf of crowberry, partridge berry, and moss, our back sheltered by some stunted spruce, while a tiny rill runs through the moss at our feet. Outstretched before us lies the dark blue sea, darker in contrast with the white glittering bergs that dot every sea around Newfoundland and Labrador. On the left stretches the rugged coast line, with its bold basaltic columns, whose bases are encircled in a fringe of foam. On our right, and behind us, rise the undulating barrens, robed in purple and dark red, until mellowed and softened, they fade from our view in a blaze of light.

The half hour devoted to lunch having expired, after a draught of icy-cold water, we again shoulder our guns and buckle on our cartridge bags and belts, while the dogs, having cooled their feet, and as much of their bodies as could be immersed in the shallow pools, seem delighted again to resume work after what to them seemed so much waste time. We tramp through the soft grassy marsh, which often holds birds that have evidently come down to drink, and after beating a few patches of scrub, and securing six or eight brace of grouse each, we think of returning to the boat before the shades of night obscure the path, as it is not a road to be travelled after dark. On the way back we pick up a few more birds which are now coming out of the cover, and are therefore much more plentiful than we found them during the day. We hurry on, however, and reach the village just before dark. Here we find the Commodore's galley, the Commodore, with his usual thoughtfulness, having come to meet us on the way to lighten us of our burdens. The recollections of many such days linger in the memory of the writer with all the vividness and freshness of the reality. Of course, it is not the mere pleasure of shooting that has such a great attraction for the votaries of Nimrod. The early rising, the health giving freshness of the pure air, the scenery of the wild barrens, the keen appetite for the midday sandwich, all

these add to the enjoyment, and when one returns on board the ship, a comfortable tired sensation, and a calm feeling stealing over one of "something attempted, something done" give one the assurance that, after a good dinner and a pipe, he has earned a night's repose. These varied accessories help to make grouse shooting the most fascinating of outdoor sports.

But Labrador is not always wreathed in smiles, and we had an experience of the opposite mood. On September the 21st, the second anniversary of the commissioning day, nearly all the Officers and many of the Petty Officers, had gone ashore in various directions, and for different forms of recreation, the weather being ominous and threatening rain. The writer had landed early to shoot, but had not quite reached the shooting ground when with thick driving mist, the "rains fell thick and loud." The wind had changed into the north-east, and was bitterly cold. He found the birds plentiful, and after bagging six brace, was thinking of returning to the village of Chateau, when he heard guns firing, not like the desultory fire of sport, but at regular intervals, evidently for the purpose of guiding the wanderers who were unable to see more than a few yards around them. Finding two of his messmates who, although provided with a compass, had for some hours been vainly trying to find their camp, he compared directions with them, and then parted company, steering for the sea, and ultimately reaching the settlement thoroughly drenched. Here a difficulty presented itself, as the ship was out of sight, and the only available means of getting on board was by a fisherman's boat. He found the inhabitants naturally reluctant to venture out on such a day, but after much persuasion an old man and his son were induced to take him off in a state of cold and wet he had seldom before experienced. Others on shore did not fare quite so well, but got benumbed with the cold and had great difficulty in reaching the coast. All however ended well, and in the evening the Officers met at dinner and celebrated the second anniversary of the ship's commissioning. The cold and wet of the outside world were forgotten in the warmth and geniality within.

We left Chateau on September the 22nd, and steamed down the Labrador coast as far as Blanc Sablon, which marks the line of separation between Labrador and the

Dominion of Canada, then crossed to the west coast of Newfoundland, where we visited all our old friends, and on to Bay St. George. At Bay St. George we took on board Lieut. DORGLAS, and the torpedo boat's crew. Each season a Lieutenant from the Cleopatra, with eight men, takes charge of a second-class torpedo boat on the west coast, assisting the ship stationed on that coast in visiting the lobster factories, and in other fishery duties.



CHAPTER XXXII

FROM ST. JOHN'S TO DOMINICA.

WE arrived at St. John's on October the 4th, and left again on October the 16th for Halifax and the West Indies. At Halifax we returned into store the warm clothing which we drew annually for the fishery duties, filled up with coal, and left for Bermuda on October the 26th with a large lighter (Antony) in tow. The weather was stormy when we started, but improved as we advanced towards the south, and we arrived in Bermuda on October the 31st with our charge which followed in our wake with a docility worthy of the name, and without mishap. We coaled and provisioned at Bermuda, and left at once for Barbados, West Indies. We fully expected to remain at Barbados for a few days, and to give leave to the men, but no sooner had we anchored than we were informed that an epidemic of Dengue fever had broken out among the white population, and had attacked the whole garrison with very few exceptions. To have remained under such circumstances would have been court disaster. Once the disease was introduced into the ship it would have passed through officers and men alike, and have rendered the ship unfit for active service, probably for months. We therefore decided to leave at once, and proceeded under sail to Grenada, which is to leeward of Barbados. We had to beat up to the anchorage off the town of St. George, which we did in a downpour of rain. Our stay here was marred by rain, and we found the heat more oppressive than during our former visits to these islands. The thermometer stood at 87° in our cabins.

From Grenada we proceeded to St. Vincent, then on to St. Lucia, where we coaled. We conveyed the Governor-in-Chief of the Windward Islands, Sir CHARLES BRUCE, K.C.M.G., and Mr. PONSONBY, Chief of Police, round the island, calling at the different ports.

Soufrière is the next largest town to Port Castries, and has a population of about two thousand inhabitants. It has several active sulphur springs, which are quite perceptible to the sense of smell, and while lying off the town, the sea water, by its action upon the paint of our boats, showed that it was also impregnated with the same mineral. Close to the Soufrière are two most remarkable looking mountains, called Piton's, rising from the sea level to a height of between three thousand and four thousand feet, and looking like gigantic sugar loaves. It is usually rumoured that the highest Piton has never been scaled, except by some bluejackets from a man-of-war lying in the roadstead. The story goes that a party of sailors began the ascent, and were anxiously watched by their messmates on board, who saw them drop one by one. This was not due to fatigue, or sunstroke, but to the deadly *Fer-de-lance*, which disputed at each ledge, the advance of the adventurous mariners. At last only one man was left to struggle up, and eventually it was seen that even he had fallen, but not before he had hoisted on the summit the Union Jack, which long after floated proudly from the hitherto unconquered peak. St. Lucia has been the scene of many bloody conflicts. An early English settlement was formed in 1639, but the settlers were expelled by the natives a few years later. The Island was then taken by the French, and again retaken by the English. This game of see-saw between the English and French lasted until the end of last century, when Sir RALPH ABERCROMBY, in spite of difficulties which might well have seemed unsurmountable, led his army through dense bush, and dragged his guns to the top of a mountain commanding the "Morne," on which the French were encamped, and after bombarding their fortifications, drove them out. The Island was finally ceded to England in 1803. The rain during our stay in St. Lucia was almost incessant, scarcely leaving us an hour without a shower. We therefore had few recreations on shore.

We left St. Lucia on November the 28th, and arrived at Martinique early the next morning. Martinique is now French, but was not so always. Like many of the West Indian Islands, it changed masters many times before being finally handed over to the French in 1815. Our object in visiting these Islands was to distribute certain books from the Foreign Office to the British Consuls and others. At Martinique the sanitary authorities refused to give us *pratique*, so we had to content ourselves with a distant view of the town of St. Pierre.



General View of Dominica.

Our next place of call was Dominica. Here an excursion was made up the mountains with Dr. WILLIAMS, the Government Medical Officer, to visit his coffee estates. Our ride at first was along the plains at the foot of the mountains, through lime and cocoa plantations, the road being tolerably good, except that some of the bridges had been swept away by the mountain torrents. We then turned up a bridle path which led up the mountains through tropical vegetation and scenery of the grandest. The road was steep and slippery from the stiff clay and wet, but the ponies were sure-footed, and picked their way admirably. At times the road wound round the edge of precipices, where, within a few inches of the path, was a sheer drop of three or four hundred feet, but so cunningly disguised and concealed by the thick tangled mass of vegetation, that one was quite unconscious of the fact, and could only realise it by hearing the stream rushing over the rocks far away down beneath his feet. Huge lianas and creepers draped this rocky wall as with a curtain; fantastic stems with large shiny leaves hung like ropes and cables from the summit of the cliff, and passing from one to another, formed long festoons, which met those growing from the bottom, and mixed in a confused network of luxuriant foliage. This living screen supported a multitude of dependents, ferns, orchids, tillandsias, and bromeliaceæ, the latter resembling wild pineapples. To add to the impressiveness of the scene, a bright hot sunshine flooded all above, while down below in the gorge a perpetual dark and sombre gloom reigned. On the top of the mountains the air was much cooler. We inspected the new coffee plantation, which was made by clearing the virgin forest and planting the young coffee bushes on the steep slope among rocks and stones. The bushes grow best on the sloping ground among the rocks, thick leaved trees being planted at intervals to provide the shade so much required. We were introduced to the patriarch of the district, a negro, who was reckoned to have seen more than one hundred years. In appearance he might have been any age over a century. He said that he remembered Admiral Villeneuve's unsuccessful attack on Dominica in 1805, being then a youth.

On our return journey we reached the main road just as darkness fell, and were regaled for the rest of the way by the chirping of cicadas, the shrill stridulation of a vast number of crickets and grasshoppers, the metallic clang of the lizard, resembling

the distant ringing sound of the blacksmith's hammer on the anvil, the croaking and hooting of the toads and tree frogs, and the drumming of the thousand different insects that join in the chorus, creating an almost deafening din. This uproar is one of the characteristics of the tropics, and goes on throughout the whole night. The road was ablaze with flitting fireflies, and each tree appeared as if illuminated by a thousand electric lamps, each lamp flaring up and becoming extinguished every few seconds.





Photograph by W. Tait, R.N.

Negro Hut with Natives.

Collotype by C. Mansfield, Plymouth

CHAPTER XXXIII.

FROM MONTSERRAT TO ANTIGUA.

WE left Dominica on December the 1st, and proceeded to Gaudeloupe, but here also, we could not get pratique, the authorities not even allowing us to land a book for the British Consul.

We steamed to Montserrat, where we gave a concert in aid of the repairs to the English church, and then to Tortola and St. Thomas. St. Thomas is a Danish colony, although the language spoken is English. The town looks very picturesque with its white houses and red roofs, which present a great contrast to the background of dark green hills. The harbour is enclosed by high hills, which, although they afford excellent protection to the shipping, render both the harbour and town very hot. The town has a bad reputation for fevers, for which the inhabitants contend there is no ground, but the visitor is not reassured when he walks out of the town and finds well-filled cemeteries on each side of the road. The sanitary state of the harbour has been much improved by the cutting of a canal, which causes a free circulation of the water. St. Thomas was once the great centre of commercial intercourse between the old and new worlds. Here the steamers from all the ports of Central America and the West Indies met to await the arrival and departure of the European steamer, when an interchange of passengers and merchandise took place. But all this is changed, and nothing of the great steamship traffic remains except the stores of coals, and even these are threatened with extinction by the great advance of her rival, St. Lucia. We found here the French ships Duquesne, Flagship, Hussard, and Roland, and the German ships Stosch and Moltke. We left St. Thomas on December the 10th, for San Juan, Porto Rico, but as the inhabitants were suffering from an epidemic of smallpox, and

also yellow fever, we did not attempt to communicate, beyond sending a book to the British Consul. At Arecibo and Arroyo in Porto Rico, we went through the same performance, and then left for St. Kitt's. We remained at St. Kitt's three days, and then proceeded to English Harbour, Antigua. We entered English Harbour on the morning of December the 18th. The entrance is narrow and tortuous, and was formerly strongly guarded by batteries, which are now fast crumbling to decay. The harbour is snug, and has a R. N. Dockyard, alongside which we made fast after some difficulty, from the silting up of the mud. English Harbour was formerly a place of great importance to the Royal Navy. The Dockyard is well built, and has numerous workshops, stores, barracks for seamen, boat slips, and every appliance for the repair of the old sailing ships. Lord Nelson resorted frequently to the Dockyard with his ships. We can easily imagine the activity then displayed in the workshops, over the masts and spars, the sail and rope making, the hammering as they caulked the seams of the old sailing frigates, and the all prevading smell of tar. Now all is deserted, the only sign of life is a caretaker. Grass grows between the paving stones, the woodwork is fast decaying, and the rain has found its way through the roof and into the walls in many places. The neighbourhood of English Harbour is most interesting, but this interest is at the same time tinged with melancholy, as desertion, decay, and ruin are everywhere to be seen. Large naval water tanks are erected just outside the dockyard gates, while a naval hospital, long abandoned by the English, is inhabited by squalid natives. Shirley Heights, 545 ft. above the sea level, overlook English Harbour, and are thickly studded with the remains of barracks and old fortifications. The buildings are in the good solid English style, and the stonework is in as perfect a condition as when it left the hands of the mason. It does not take a very imaginative mind to picture the scenes of jollity within the building labelled "Officers Mess Room," or the domestic peace in the little cottage with its verandah over which trailed roses and creepers. But besides these, there were scenes of sadness and gloom, as may be inferred from the records of the cemetery. The hollows in the cemetery are filled with stagnant waters, which with the hot sun and constant rain, have produced a rank vegetation, threatening soon to obliterate all traces of occupation. A monument here records the death of a Sergt.-Major's wife, as due to the "withering climate and dysentery." One can conceive of a young country girl, brought here from



Nigger Children, Trinidad.

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Devonshire or one of the Midland Counties, pining for the humble luxuries of her old home, and under the steaming atmosphere and constant drip of the rain, dying of the "withering climate." The rain during our stay in English Harbour was almost constant, one night the rainfall being between ten and eleven inches. All preparations had been made for spending Christmas day in English Harbour, but on Sunday, December the 23rd, we received a telegram, ordering our departure for the scene of a wreck on the coast of San Domingo. We had again to take on board all our sails, yards, and stores, which had been landed in the Dockyard, and take in all our supplies for Christmas. Of course English Harbour could afford few luxuries, we had therefore to content ourselves chiefly with pigs and poultry, which being pitched into the ship in the general confusion, were found in the most unlikely places. Our Chaplain was rudely awakened on the morning of the 24th by his servant endeavouring to catch a pig in his cabin. It appears that the pig, destined for the Gunroom Christmas dinner, had by some means got loose, and strayed into the Chaplain's cabin. On Christmas morning, Mrs. CURZON-HOWE presented the wardroom mess with a Silver Cigar Lighter, in the form of a Cleopatra's needle, a Silver Match Box surmounted by a spinx, and a Stilton Cheese; while each officer had a Christmas Card. The officers of the Gunroom were not forgotten, and the ships' company had a Christmas Box presented by the same kind benefactress.

On December the 26th we arrived off the wreck, which was a four-masted sailing ship, lying on the reefs, on the east coast of San Domingo. The captain and carpenter visited the ship, which was abandoned, and a total wreck. Laden with coconuts, she was returning from Demerara, whither she had sailed from Calcutta with rice. We did not anchor, but returned to St. Thomas, and filled up with coal. We left St. Thomas on December the 31st for Antigua, communicated by signal with the training squadron, lying in the anchorage of St. Kitt's, and arrived in St. John's Harbour, Antigua, on January the 2nd, there to await the arrival of the Admiral with the North American and West Indian Squadron.

CHAPTER XXXIV.

WEST INDIAN CRUISE OF 1895.

THE West Indian Cruise of 1895 was so like those of the two previous years, that any detailed account would be merely a repetition. The Blake, Flagship, arrived at Antigua alone on January the 3rd, the ships of the squadron having been despatched to various parts of the station, with orders to join us later on our cruise. At a sailing regatta held here on January the 7th, the Governor, Sir FRED. HAYNES-SMITH, presented a cup, which was won by Mr. DATHAN, Assist.-Engineer of the Blake.

Our stay at St. Lucia was much curtailed by rumours that yellow fever was prevalent in the island. The training squadron had several cases, some of which proved fatal, and it was supposed the disease had been contracted in St. Lucia. We therefore only stayed long enough to take in coal, and left at once for St. Vincent.

At St. Vincent we had a very pleasant excursion to the Soufriere, a volcanic mountain situated on the north-west point of the island. The Magicienne ran with the Admiral, a few ladies, and a large number of Naval Officers, to Chateau Belair Bay, about thirteen miles distant, where we disembarked. The view of the Soufriere from the bay is very grand, rising as it does abruptly on its north-west side to a height of over 3000 feet, and covered in dense vegetation to nearly its highest point. On the north-east the slope is more gradual, and forms a highly cultivated plane dotted with flourishing estates. The way up this mountain is at first through the forest, and is comparatively easy, but becomes more difficult as one ascends, until about 1000 feet from the top one emerges from the grateful shade on to a slippery insecure path of lava and cinders. On a fine day the ascent well repays the labour,



Photograph by W. Tait, R.N.

Government House, Trinidad

as the panoramic views to be obtained from the summit are magnificent. But the top is often veiled in clouds, effectually hiding the scenery, besides rendering the air cold and damp, which, after the heat of the plains, is apt to produce chills and fever. The summit of the mountain is occupied by a crater, half a mile in diameter, and 500 feet deep. The sides of this crater are almost perpendicular and clothed in verdure, while the lake at the bottom is of a light pea-green colour, probably due to the presence of disintegrated sulphur. The walk to the top and back is reckoned to be between eighteen and twenty miles, and to add to the discomfort of the journey no water can be obtained on the way up, or at the summit; everything in the way of refreshments must be carried. The ladies and a few of the senior officers had ponies, which however are very difficult to obtain, being lent from the neighbouring estates. We returned to St. Vincent just before dark, and the fleet left almost immediately for Barbados.

The epidemic of "Dengue" had passed away before we reached Barbados on January the 24th. Here we met the English cricketing team, captained by R. S. Lucas, that had just arrived from England with the intention of making a three months' tour in the West Indies, and playing cricket matches with the different island teams. They arranged to play a two days' match against a representative Barbadian eleven. As Barbados contains over 182,000 inhabitants, and white and coloured alike are most enthusiastic cricketers, it may be inferred that the selected eleven were excellent players. The excitement among all classes was intense. The days of the match were declared general holidays, shops were shut, and business suspended. Every available space inside the enclosure was occupied, while thousands who could not gain admittance, lined the fences and trees in the neighbourhood. The country looked as if invaded by a horde of black locusts, which swarmed on the trees until the branches dropped, and the trees themselves were crushed to the ground under the weight. The English went in first, and only made forty-eight runs, as the ground was very bumpy from the previous night's rain. Barbados then went in and made hundred. The English started well in their second innings, their first two men making one hundred and five, but the rest only succeeded in adding sixty-three, making a total of one hundred and sixty-eight. The Barbadians, in their second innings topped this score, and came off victors with five

wickets to go down. This was the signal for an outburst of excitement which had been hitherto repressed. The barriers were cleared in a wild rush with yells and shouts, the impi advanced across the ground, dancing and rolling on the grass, throwing their tattered caps in the air, and beating themselves with sticks. How true it is, that man, when carried away by great emotion, appears in his natural state. The English team played a combined army and navy match, which ended in a draw but much in favour of the former. At Grenada we had the sailing regatta, service rig. Commander CARDEN, in the galley, won the galleys race.

The Admiral here transferred his flag from the Blake to the Tartar, and accompanied by the Mohawk, proceeded to Demerara, joining us again at Trinidad. At Trinidad a party of four proceeded on an excursion to the Maraccas falls. We left Port of Spain by train at 8-30 a.m. for San Josef, the ancient capital of Trinidad. Here we had carriages awaiting us, which conveyed us six or seven miles to a small clearing of three or four houses, where we had to leave the horses, and carriages and proceed on foot for the remainder of the way, about one and a half miles. The scenery on the way is the finest we have yet seen in the West Indies. The road winds for the greater part of the way alongside a stream, which it crosses and re-crosses, and at each ford the traveller gets delightful peeps of the cool shady pools arched over with bamboos and palm trees, and often enlivened with groups of picturesque Coolie women drawing water or washing clothes. Our walk from the carriage to the falls was through dense forest, where nothing can be seen except trees and the luxuriant tropical growth of ferns and creepers. Only at one point, near the beginning, can one get a view over the tops of the trees and see the falls in the far distance, the waters pouring over the side of a hill into the valley below. This is soon lost to sight, and not until one emerges from the gloom of the forest out into the dazzling bright hot sunshine is he confronted with the falls, the stream tumbling over a rocky precipice 380 feet in height. The breeze catches up much of the water in its descent and carries it away in a fine misty spray to drench the vegetation lower down the valley.

From Trinidad we proceeded to Jamaica. Here we had the Fleet pulling regatta. The race for the Admiral's cup was won by Mr. SEARLE, Midshipman of the Blake. The Jamaica Yacht Club regatta was also held during our stay.



Bog Walk, Jamaica

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One of the finest excursions in Jamaica is to go by train to Bogwalk, there engage a carriage and drive to Spanish Town. The road is good, and runs along the course of the Cobra river until one approaches Spanish Town. The scenery is of the grandest, while the visit to Spanish Town—long the capital of Jamaica—is most interesting. Here are the old Government House and other official buildings. A fine marble memorial is erected in the square to Admiral RODNEY. The cathedral is filled with mural tablets, and the floor paved with stones recording the deeds and departure of the great. One tombstone in the cathedral records the death of a warrior who “came over with the army to capture the island, 1655.”

Commodore JACKSON gave a fancy dress ball, which was a most brilliant affair, the guests coming from all parts of the island, and the costumes being very effective. We returned to Bermuda on March the 3rd, and turned over to the Shah, while the Cleopatra was in dock.

Captain BRACKENBURY, the officials of the naval establishments, and officers of the fleet, gave a ball to Admiral J. O. HOPKINS, Lady HOPKINS, and Officers of the Blake, as a farewell entertainment before their departure from the station. The sail at in the dockyard made a splendid ball room, when decorated and fitted with the electric light. Over three hundred guests were present, and the ball will long be remembered as one of the most successful ever seen in the island. The success was mainly due to the officers and men who worked so hard in fitting up the ball room, supper rooms, and approaches, and to the committee who so admirably managed the different arrangements for the comfort and convenience of the guests.

We gave a children's party on board the Shah, similar to the one of the previous year, and although the children thoroughly enjoyed themselves with games, etc., and returned home laden with toys, yet many were the regrets that our charming hostess of last year was absent from our midst.

Bermuda has lost some old friends, but has been fortunate in securing the genial and hospitable Captain BRACKENBURY, as Captain-in-charge, with his charming wife, and no less delightful family. One is always given a cordial welcome at the Cottage, where the reunions on Friday afternoons are looked upon as the irresistible enjoyment

of the week. Deputy Inspector-General BROWNE and his family, also, since their arrival have instilled new life and gaiety into that quiet corner of Bermuda.

H.M.S. Crescent, the new Flagship, arrived early on the morning of April the 17th, and relieved the Blake, which sailed at noon for England. The bands played "Auld lang syne" and "Home, sweet Home." We gave her three parting cheers, and as she passed out of sight a sadness crept over us to think of the many cheery friends we had lost, and a melancholy brooding over the refrain of the last tune, which could not be banished, and a longing with us all for the time when we should hear "Home sweet Home," and see the Cleopatra's long pennant streaming in the wind, and her head pointed to the shores of Old England. With the departure of the Blake we had lost the kindest and most considerate of Commanders-in-chief, and a most friendly and sympathetic Flagship.





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Children's Group in Bermuda.

CHAPTER XXXV.

NEWFOUNDLAND, 1895.

WE left Bermuda on April the 25th, and proceeded north to Newfoundland, calling at Halifax, *en route*. During our absence from Newfoundland, the Colony had experienced a financial crisis of unprecedented severity. On the morning of December the 10th, the two banks, the Union and the Commercial, found themselves suddenly obliged to suspend payment. This was followed by the failure of several large commercial firms, and as these held the circulating medium of the island, insolvency spread fast from house to house until business was brought to a standstill. There was no currency in the town of St. John's, or in the island itself, the notes of the two banks being useless and solid cash being scarcely obtainable. Few families had above a shilling or two in silver in their possession when the crash came. One well-known family was unable to pay for the household's weekly consumption of eggs brought in from the country by the old market woman. The wealthy, who had piles of bank notes, were in the same position as the poor who had none, they could buy nothing. The shops were open, but the customers became fewer and fewer, all transactions had to be conducted on the credit system, or by barter. The people at first did not recognise the desperate state of affairs, and were inclined to look at the ridiculous side of it, but consternation and panic seized them when they saw that the suspension of the banks was permanent, and not temporary, and that their savings were swept away. Those who had shares in the Union and Commercial banks, and were mostly in comfortable circumstances, now found themselves reduced to penury. Widows and orphans, who had invested their all in these institutions, were left destitute. The funds of orphanages, churches, and charitable institutions held by the banks were all alike irretrievably lost. The failure of the mercantile houses threw hundreds out of employment and added to the general distress.

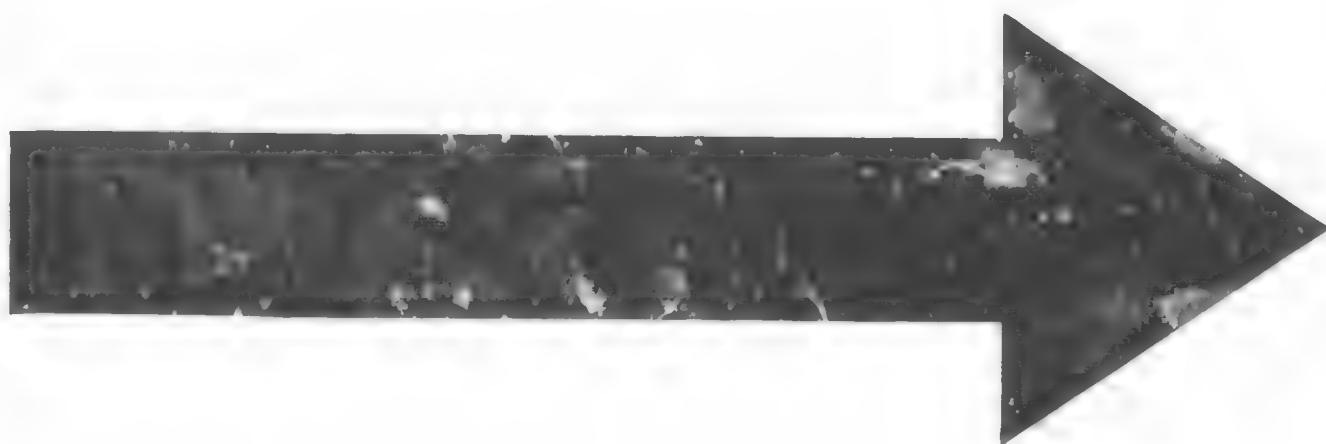
H.M.S. *Tourmaline* was ordered to St. John's, and wintered there, in order to check any rioting or disturbance which might occur; fortunately her services were not required, but the kindness and valuable help of the officers and crew were much appreciated. The crash had occurred some four or five months before our arrival at St. John's, but strange to say, we were unable to detect any material alteration in the town or people, the latter were driving about in their carriages with liveried servants as before. They lived in the same houses, dressed the same, and to all outward appearances were the same. Shops were open, and well filled with goods, and factories were in full working order. A steam merry-go-round appeared to be well patronised, and realised one thousand dollars per week, and picnics and excursions were as brisk as ever. Sir HERBERT MURRAY, who according to the most recent information has been appointed to succeed Sir TERENCE O'BRIEN, as Governor, was sent out by the Imperial Government, to relieve the distress. He started public works, and employed all who wished to work at half a dollar per diem. He likewise advanced money to fishermen to furnish schooners and fishing gear, to enable them to proceed to Labrador for the fishing season. Lady O'BRIEN organised, with other charitable ladies, soup kitchens to relieve the immediate distress, and a committee of ladies visited the poor in their homes. As the summer advanced, the financial state of the Colony became more desperate. It paid the interest on the debt in January, but the interest for the next six months, falling due in June, was not forthcoming, and there were only two alternatives to save the Colony from bankruptcy, confederation with the Dominion of Canada, or a fresh loan. Confederation failed, owing to the debts of the Newfoundland Colony. An attempt to raise a loan in the United States also failed, but at last, early in June, a loan of £500,000 at four per cent. was procured in London. It is no part of our object to speculate as to the future prosperity of the Island. The public debt has, for the last ten years, been increasing by over 1,000,000 dollars yearly, the population has remained stationary and the imports and exports show no increase.

We left St. John's on May the 21st with seed potatoes for the poor fishermen on the coast, and salt for them to salt their fish. The distress was chiefly on the east coast of Newfoundland and Labrador. We went down the west coast of Newfound-

land as far as Bay St. George, and returned round the north of the island again to St. John's. We found the weather unusually fine and warm for the season of the year, and the past winter had been the mildest known, even by the proverbial "oldest inhabitant." During our cruise we saw no ice, and very little snow, while the rivers were abnormally low, and the vegetation a month or six weeks in advance of previous years. The French ship *Hussard*, came into St. John's shortly after our arrival, and the *Laclocheterie*, *Commodore Reculoux*, arrived on June the 23rd. On June the 26th, Mrs. CURZON-HOWE gave an "At Home" on board the *Cleopatra*. The morning was wet, but cleared up beautifully for the afternoon. The entertainment was repeated the next day to the men and their friends, when fully four hundred were present.

Early in July the *Kite* left for Lieut. PEARY's relief in Greenland. PEARY has already been mentioned in these pages, and his story may be briefly summarised thus: In July, 1893, PEARY with his wife and twelve companions left for Greenland, with the intention of surveying the whole northern coast, hitherto unexplored. The winter of 1893-94 was unusually severe, so that PEARY and his party were unsuccessful in their enterprise. The *Falcon* went north last summer, and returned with the explorers, except PEARY and two men, who determined to remain another winter, and make a further attempt this summer. The relief expedition this year is in charge of Emil Diebitsch, Civil Engineer, and comprises several scientific gentlemen, who will undertake the study of the glaciers, geology, and natural history of the country.

We left St. John's on July the 13th, for a cruise up the east coast of Newfoundland, calling at the several fishing stations. At Hare Bay we received information that a steamer had gone ashore on Belle-isle. We therefore steamed north at once and found that the steamer *Mexico*, chartered by the Dominion Line, had gone ashore on White Point, under precipitous cliffs, and had become a total wreck. She was laden with cattle and a general cargo, but was now abandoned. We returned to St. John's on July the 24th, and found the French ship "*Nieve*," Captain Charles Vicel, present. On July the 26th, the *Commodore* and Mrs. CURZON-HOWE gave an "At Home" on board, as a farewell reception, in honour of the Governor



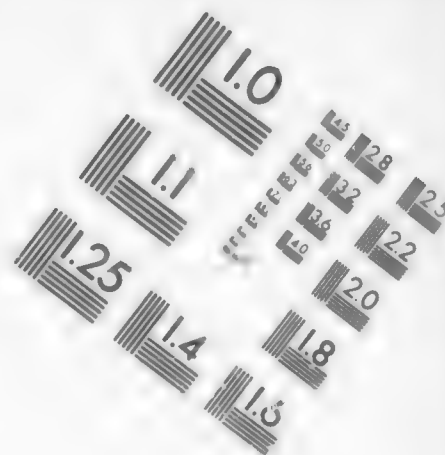
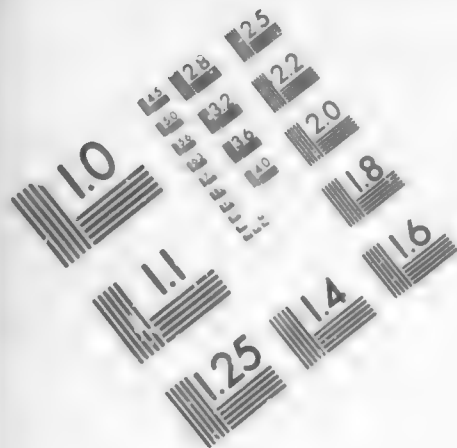
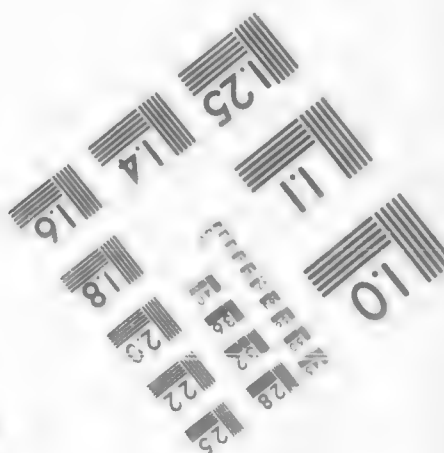
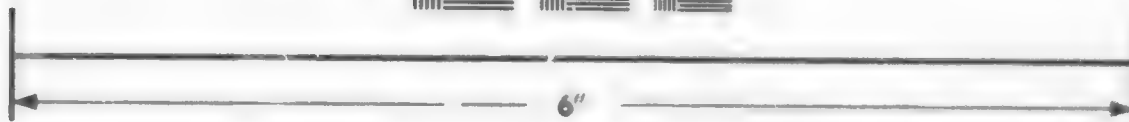
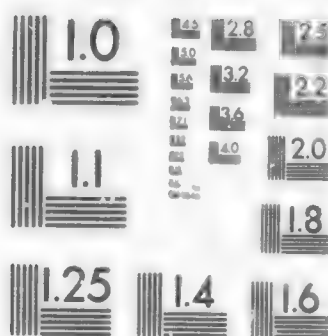


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and Lady O'BRIEN, which was most successful. At the close the band played the National Anthem and Auld Lang Syne, and the assembled guests paid their farewell respects to their Excellencies. On July the 27th. Sir TERENCE and Lady O'BRIEN severed their connection with the colony, and left in the S.S. Assyrian for England, carrying with them the deepest regrets of the whole community who were losing their most popular and hospitable Governor and his kind and charitable lady. The ladies of St. John's presented Lady O'BRIEN, before her departure, with a diamond star and an illuminated address. The Cleopatra fired a salute of twenty-one guns, and cheered as the steamer passed. The French ship Nieve followed our example, and manned the rigging and gave three cheers.

We left St. John's, to continue our cruise, on July the 30th, and proceeded along the south coast, as usual in fog, intending to call at St. Pierre, but the weather was too foggy and stormy for us to pay official visits, so we went on to Bay St. George and anchored. The rivers here were extremely low and clear, the weather hot and bright, and the fish could be seen swimming lazily about, or lying in the deepest parts of the pool. The prospect for salmon fishing was therefore of the gloomiest. Several of us went to Flat Bay Brook, near the mouth of which river we had caught some good sea trout early in June. We now tried about seven miles from the sea, opposite the Farm and Cairn mountain. One day, after a heavy thunder shower, the fish rose well for about three hours, during which time the writer managed to land six salmon from the island pool. The other rivers around Bay St. George were almost blank. We proceeded from Bay St. George to Bonne Bay, and anchored in Neddy's Harbour. We made an excursion to East river, but instead of finding a deep rapid river with splendid pools and almost impassable banks, we found a clear shallow stream, which could be forded almost anywhere, and although there were deep dark pools, they seemed not to hold a fish. This might possibly be due to a native, who was found rapidly emptying a pool of sea trout by means of large hooks attached to a string and pole, with which he was sweeping the pool. This method of fishing is called "jigging." Sea trout were caught in Deer brook, but no salmon. At each place on the west coast, raspberries were ripe, and in great abundance.

Our next port of call was Port Saunders. We fished Torrent river, Hawke's



Photograph by W. Tait, R.N.

Quidi Vidi Village.

Collotype by C. Mansfield, Plymouth

bay, which we found in flood owing to some heavy rain previous to our arrival. The salmon are large in this river, running over twenty pounds, but they are dour, and we found them particularly so during our stay. The first pool is at a sudden bend of the river, and we fish from an island towards the left bank. Above this, about five hundred yards, is an almost impassable gorge, and extending from this gorge, and about two hundred yards from it, is a long, deep pool, the middle and tail of which are the best for fishing. Above the gorge is also a very good pool, and another under the falls, which are about thirty feet in height. East river, Hawke's bay, was a blank. Forteau river was in good order the first day, more so in the lower than in the higher pools. The heaviest fish, twenty-one pounds, was caught in the falls, but was sadly out of condition.

From Forteau we went up the Labrador coast as far as Indian Harbour. Here we found the fishermen catching more cod than they could salt and dry. They had already between seven hundred and eight hundred tons of dry fish. The "Deep Sea Mission" hospital had eight or ten patients who seemed very comfortable and well looked after by Miss WILLIAMS. The two doctors belonging to the mission we did not see, one was at Hopedale, and the other at Rigolette, visiting patients. From Indian Harbour we returned down the east coast of Newfoundland in cold, wet, stormy weather, to Hare Bay, but the weather was unpropitious for salmon fishing, and we had therefore to be satisfied with our rather meagre catch of about fifty salmon for the season.

At Conche, on August the 27th, there happened one of those regrettable accidents which occur from time to time on masted ships, but from which our ship had been remarkably free. At 5-30 p.m., we sent down the gallant masts, and after the drill was over, THOMAS COOK, O.S., while going leisurely up the main topmast rigging to put the mast head to rights, somehow lost his balance and fell into the hammock nettings. He was instantly picked up but never regained consciousness. We conveyed the body to Twillingate, where the interment took place with full naval honours. We were delayed at Twillingate owing to a screw bolt in the high-pressure cylinder becoming loose. The piston rod had to be drawn and replaced, which was done by the engine-room staff in thirty hours. We then went on to St. John's, which we reached on September the 1st.

CHAPTER XXXVI

OUR LAST CRUISE.

SHORTLY after our return to St. John's, the Commodore received an official letter conveying the pleasing information that the ship would return to Devonport at the end of the fishing season, and there pay off.

During the presence of the three fishing ships, the Commodore intended giving an Assault-at-Arms in aid of the Convalescent Home, but the 9th of September, the day fixed for the manœuvres, happened to be very wet, so he was reluctantly compelled to postpone it indefinitely.

On September the 10th, Mrs. CURZON-HOWE gave an 'At Home' on board the Cleopatra. It was a farewell 'At Home' before her departure from St. John's, and the dispersal of the fishing ships. The weather was, as it has invariably been at the various entertainments on board, superb. The ship was looking her best, the bright sunshine and gay bunting, with the no less gay dresses of the fair ones of St. John's, presenting a brilliant scene, clouded only by the thought that it was the last at which our charming hostess would preside. We gave an Assault-at-Arms in the grounds of the St. Bonaventure College, on the afternoon of September the 13th. It, like its predecessor of last year, was a decided success.

On Tuesday, September the 17th, the Commodore and Officers gave their final 'At Home' on board. This was the last of those social and friendly reunions which have existed between us and the people of St. John's during the last three years, and which have assisted so much in cementing that friendship which doubtless will be more than temporary. As the guests were departing, and the band playing "Auld lang



Photograph by W. Tait & N.

Three Fisheries Ships.

Collotype by C. Mansfield, Plymouth

Syne,' we all availed ourselves of the opportunity to say good bye to the genial and hospitable M. and Madame Des'Isles, who with their family were about to leave St. John's in the "Laclocheterie" for France, on a long holiday.

The "Kite" arrived in St. John's on September the 21st with Lieut. PEARY and his relief party. Lieut. PEARY's expedition has already been sketched in these pages, and it is to be regretted that a man with the indomitable courage and perseverance of Lieut. PEARY should again have failed in his object, the survey of the northern part of Greenland. It seems that during the past year, owing to snowstorms and bad weather, the only course left open to him was to return to the rendezvous and there await the arrival of the "Kite."

We left St. John's on September the 21st for our last cruise round Newfoundland. We proceeded to Twillingate, where we erected a tombstone to the poor fellow who was buried there on our previous cruise; then up the Treaty shore, calling at the different fishing establishments until we arrived at Chateau bay, on the Labrador coast. Here on the barrens, we had the best grouse shooting that it has been our good fortune to obtain during the commission. In two days we shot a total of one hundred and fifteen and a half brace. The weather was delightful, cold, dry and breezy. We landed early, soon after daylight, and found the ground hard-frozen and the pools covered with thick sheets of ice, while the grass and bushes were robed in a feathery white mantle of hoar frost. The air was keen and fresh, and as yet there was no sun. As we advanced up the ridges the sun rose from the sea and transformed the scene into one of glittering fairyland. At the same time the breeze sprung up from the west and increased as the sun mounted in the heavens.

We found the birds out on the open barrens, feeding on the exposed ridges in the early morning, but as the day advanced they retired to the shelter of the scrub for a few hours' siesta, to again come out towards evening. The grouse is a true highlander, a dweller on the mountains, amid rocks and wind-swept barrens. He is a lover of the sunny ridges which run for miles through the country, strewn with rocks and covered with a thick turf of crowberry, bearberry, and other northern plants, and is specially fond of the bare slopes in the immediate vicinity of hollows filled with

scrub of the dwarf willow, birch, alder, and spruce, which conceal in their depths a tiny rivulet.

We returned down the west coast of Newfoundland, and visited the wreck of the Dominion Line hired steamer "Mariposa," which ran ashore in a dense fog, a few miles south of Forteau. She was laden with cattle and sheep, and also had about thirty passengers on board, some of whom were old friends of ours from the West Indies. The passengers and crew were landed in safety at Forteau, and conveyed to England, but many of the sheep were washed overboard and drowned.

We reached Birchy Cove, Bay of Islands, on October the 1st., and found here great alterations from the advent of the new railway. The project of cutting a line of railway through the centre of Newfoundland, from east to west, was an immense stride in the colonisation of the country.

It is only about seventy years ago that Newfoundland was merely a fishing settlement, a country without roads. St. John's was a village perched on the coast without any means of communicating with other settlements, except by sea. Roads began gradually to spread out, first from St. John's along the coast to neighbouring villages, and then to more distant settlements, but the interior of the country was left undisturbed; and it was not until 1881, that the first sod of the Newfoundland railway was cut. This line was projected to run from St. John's to Hall's Bay, with branch lines to Harbour Grace and Brigus, but owing to financial troubles the line ended at Harbour Grace. In 1888, a branch line was opened to Placentia on the south coast, and in 1890, Mr. R. G. REID, of Montreal, commenced the present railway which was the first to invade the vast solitudes of the interior, and establish communication from east to west. He has agreed to construct the line for 15,600 dollars per mile, and has also contracted to maintain and work the same in an efficient and satisfactory manner for the period of ten years, for which he is granted in fee-simple 5,000 acres of land per mile of railway. The line runs from St. John's in a northerly direction, through the narrow isthmus which connects the Avalon Peninsula with the mainland and which at the narrowest part is only about three miles wide. It cuts the Terra-Nova, Gambo, and Gander valleys, to Norris' Arm on the Exploit's river. The railway then takes a

westerly course following the Exploit's river, and crosses it at Bishop's Falls ten miles from the mouth; then across the great barrens to the north-east point of Grand Pond, and along the southern side of Deer Lake to Bay of Islands. The railway is ultimately to terminate at Port-aux-Basque on the south coast, touching at St. George's Bay *en route*. The benefits likely to accrue from this railway are manifold. Already the mails are carried to and from St. John's to the west coast, with all their civilising influences. The east and west will be joined together by this iron link, and will look upon themselves as one community, instead of being widely separated, as they have been hitherto. The best timber districts have been opened up, and several lumbering establishments are now in active operation, clearing the land of wood, and exporting it to Europe. In the wake of the lumberman will come the farmer, who will settle down on the partially cleared land. The Agriculturist around Bay St. George, which is reckoned the best farming land in the island, will be able to forward his produce to St. John's which at present imports nearly all its cattle and hay from the American continent.

Mr. HowLEY, of the Geological survey, has reported a new coal field in the vicinity of Grand Pond, and associated with the coal is an iron ore. If these minerals come up to expectation, a great future is reserved for the Colony. Coal has long been known to exist in the St. George basin, but it has hitherto been undeveloped owing to the want of transport. The valuable mineral asbestos has likewise been found in several localities near Port-a-Port, and although it has been worked sufficiently to show its extent, the industry has been much retarded owing to the lack of roads. Marble and granite beds have been opened in the course of the railway through the Humber valley, and the stone is reported to be of good quality. Besides the benefits to the Colony in the future, from the opening up of forest, agricultural, and mineral lands, there is the employment of thousands of the working classes, at good wages, in the construction and maintenance of the line, while many will, no doubt, settle down after the completion of the work, and act as pioneers for other Colonists.

The Newfoundlander has too long solely depended upon fishing, which is at all times precarious, for his livelihood, and we have seen the abject poverty and starvation in which he and his family have been plunged by the failure of the fishing or a bad

year. But with good land, and easy means of reaching it, he will soon rely upon the land to furnish the necessities of life which have been so frequently denied him by the sea.

Then, again, the district opened by the railway has only to be known to have a large influx of sportsmen and tourists. This may be looked upon as the sportsman's paradise. Caribou are plentiful and grouse abundant, and salmon and trout abound in all the lakes and rivers. Three of our ardent sportsmen left Bay of Islands by rail to explore the interior and shoot caribou. They proceeded up the Humber valley, through magnificent scenery, past the Grand Pond and Deer Lake, until the great barrens of the interior were reached. Here they pitched their camp close to some granite quarries. It was through the kindness and hospitality of Messrs. REID, who had given orders to their railway employees that every facility for travelling on the line should be extended to the sportsmen, and had thoughtfully provided guides, and placed sleeping cars and cooking arrangements at their disposal, that the expedition enjoyed such comfort and met with such an unqualified success. Around the camp the country spread out into immense plains, which looked in the distance like vast prairies, with bare hills rising out of the general level. This meadow land on near approach was found to be the universal Newfoundland marsh, with peaty wet soil and coarse wiry grass. The hills, where they had escaped the fires, consisted of scattered dwarf scrub and huge boulders, which the deer so much resemble, that it takes a practised eye to pick them out. Well-trodden deer paths traverse the marsh and skirt the bases of the hills. One gazed down on these plains and hills which stretched away as far as the eye could reach, and seemed utterly desolate and devoid of life, but as the eye became accustomed to the peculiarities of the surroundings, a movement, perhaps, as if one of the boulders had suddenly become endowed with life, betrayed a caribou; when on looking intently, first one animal, and then another, would start into bold relief, until the whole plain was alive with deer. Or, again, as was actually witnessed on this occasion, one may see a herd of from eighty to one hundred deer, trooping in single file through the marshes, on their autumnal southern migration. It is a sight never to be forgotten to see the deer, both male and female, of all ages, in these migrations, from the little fawns trotting by the side of their dams up to the

heavy antlered old stags, which bring up the rear, ever scenting suspicion, and on the look out for danger. The expedition returned to St. John's well supplied with heads, the largest having thirty-nine points.

Our voyage from Bay of Islands to St. John's was very stormy. We encountered strong gales down the west and along the south coast, accompanied by a heavy sea which gave everyone a very uncomfortable time.

At Bay St. George we met the Pelican, and as this was in all probability the last time we should meet on the station, we bade good bye to our old friends of three years, and cheered ship on our departure.

The weather continued very stormy at St. John's. We had strong gales from the south with drenching rains. The ground was already soaked, and the surplus water formed small torrents and cascades as it rushed and tumbled down the rocky sides of the harbour. The half naked trees were shivering under a cold leaden sky and struggling to retain the few yellow withered leaves which were being rudely plucked from their branches by the ugly gusts of wind. Everything denoted the fast approach of winter. We had shipped our various stores which we had landed here for the summer, we had taken on board our trophies of the chase, antlers, skins, and stuffed specimens, we had bidden our friends on shore good bye, and were now only waiting for the arrival of the mail to leave for dear old England. The mail steamer arrived at 1-30 p.m. on October the 16th. The weather, as if repentant for its past turbulence, became calm, dry and bright. We had just time to rush on shore, make a few last purchases, and take a final adieu of a few friends before the anchor was weighed, and we found ourselves steaming down the harbour, exchanging salutes and signals with the people on shore and the signal station. As we passed the narrows, carrying with us the goodwill and best wishes of the whole community, we wafted back a final farewell on the steam siren to St. John's and Newfoundland where we had spent so many pleasant days, and where we would wish once again to see the silvery gleam of the salmon in her pools, and to hear the merry cackle of the old cock grouse on her hills. Although the parting from our Terra Nova friends whom we had known so long was hard, yet when we felt the ocean swell and found ourselves homeward-bound, all our sadness vanished. The regrets of parting changed to joy at the thought of seeing,

once more, the sweet faces, and hearing, once again, the familiar voices of the dear ones we had left at home three years ago.

We arrived in Halifax after a long and stormy passage of four and a half days, and received a very cordial welcome from the Commander-in-chief, Vice-Admiral J. E. ERSKINE, whose flag we saluted on entering the harbour. The Admiral inspected us on October the 24th, and gave us orders to leave for Devonport on October the 30th.

It is impossible to contemplate without feelings of regret the termination of this commission, which has been one of happiness and unvaried harmony.

We have been fortunate in many ways. We have had very few changes either amongst the officers or men. We have had few accidents to life or limb, neither courts-martial nor serious crimes. And although this ship has been placed in positions of great difficulty, and under most trying circumstances, as at Bluefields, and when engaged on the delicate duties connected with the French Treaty rights on the coast of Newfoundland, there is a feeling of pride in knowing that the duties have been accomplished honourably, and with credit to our Queen and country, as well as to the service in which we have the honour to serve.

It now but remains to say farewell, or rather *au revoir*, as it may reasonably be anticipated that we may find ourselves one day entering upon another commission in some other ship for a distant station, in which case there can be no better wish than that it may be as comfortable and pleasant as that we have just finished in H.M.S. Cleopatra.





Halifax Dockyard.

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CHAPTER XXXVII.

CONCLUSION.

THE fishing population around the coast of Newfoundland, except in the larger settlements, is without the services of a medical practitioner. It has, therefore, been the custom of the medical officers on board the fishery ships to render whatever medical and surgical aid was in their power, and it is reckoned, that in three years fully three thousand have been attended and relieved. On the coast of Labrador which has a population during the summer of from 20,000 to 30,000, there are no doctors.

The majority of the people who visit Labrador are emigrants from Newfoundland, and include women and children. The women and children and many of the men are disembarked on the several islands and harbours along the coast, and take up their residences in the turf hovels which have been left from last season, and which are often wet, cold, and devoid of all sanitary conditions. The remainder are packed away in schooners and proceed to the far north to fish.

A doctor takes a trip in the mail steamer up the Labrador coast, but as the steamer only stays a very short time at each port, the doctor can only reach the few.

Dr. GRENFELL who is in charge of the Mission to Deep-Sea Fishermen, has visited the coast since 1892, and has now, through his unflagging exertions, established two hospitals, one at Battle Harbour the other at Indian Harbour, with a trained nurse and doctor at each. Besides the Mission sailing vessel "Albert," 97 tons, and the steam yacht "Princess May," the Mission was presented by Sir DONALD SMITH of Montreal, with a steam launch eighty feet in length. These vessels are of great service in visiting the sick in the different harbours, and, if necessary, conveying them to the hospital. This Mission does an incalculable amount of good amongst the poor on the Labrador coast. Dr. GRENFELL and his assistants, besides giving medical and

surgical aid to the people, distribute food and clothing in cases of urgent necessity, to the destitute and starving, and also administer to their spiritual welfare, by holding religious services whenever opportunity offers.

CHANGES AMONGST THE OFFICERS DURING THE COMMISSION.

This ship has been particularly fortunate in her promotions. First Lieut. SACKVILLE H. CARDEN was promoted to Commander, on the 1st January, 1894; then six months later, Lieut. R. G. COLMORE attained the same rank, and both were reappointed; Staff-Paymaster SCEALES, became Fleet-Paymaster, in January, 1895; Mr. FUSSELL, Chief Engineer, and Mr. LEOPARD, Paymaster.

Lieut. NEILSON, R.N.R., after completing a years' training, returned to the British India Co., and was succeeded by Lieut. SHOLTO DOUGLAS., while the Hon. A. G. HARDINGE, relieved Lieut. HENNIKER. The gunroom has had many changes, Sub-Lieut. BOYLE was promoted and succeeded by Sub-Lieut. THORP, who was promoted and succeeded by Sub-Lieut. KERR-PEARSE, who again gave place to Sub-Lieut. HAMILTON. The three senior Midshipmen were promoted to Subs., and their places taken by three others from the fleet—Messrs. HOTHAM, ROE, and GATHORNE-HARDY. Messrs. HOTHAM and ROE have just passed for Sub-Lieut., and have obtained first-class certificates in seamanship, while Mr. VIZARD has been promoted to Assistant Paymaster. The gunner Mr. ED. PEARs, was invalided, and replaced by Mr. A. J. BEARNE.

Although no one has changed from the single to the married state during the commission, yet Cupid has been busy during the last few months, and has secured several victims. Two of the Wardroom Officers of H.M.S. Cleopatra have fallen to the irresistible attractions of the beauties of St. John's, and the public announcements of their engagements were made within a week of each other. But the Cleopatra has not alone been favoured; one of the officers of the Pelican joined the happy band of benedicts during the last summer, while various rumours are current regarding the sad havoc wrought by the little god in H.M.S. Buzzard.

During the commission we lost :—

WM. BISHOP, aged 21, Private Marine, from Drowning.	
WM. TURNER, „ 25, A.B. ...	„ Pneumonia.
ALBERT STOKES „ 37, P.O. ...	„ Brain disease.
THOS. COOK, „ 18, O.S. ...	„ Fracture spine.



"Le Petit" Commodore.

DISTANCES RUN IN MILES.

ERRATA.

		<i>Under full sail.</i>	<i>Steam and sail.</i>	<i>Sail alone.</i>
For the year 1892 ...	...	1136·8	2335·7	560·9
" " 1893 ...	...	4018·3	5426·0	575·1
" " 1894 ...	...	6431·8	8029·4	1057·4
" " 1895 ...	...	4687·9	5131·7	606
		16,274·8	20,922·8	2,263·0

Total—39,460·6, to which must be added 2,450, the distance to Devonport, making a Grand Total of 41,910·6 miles.

COAL CONSUMED.

For the year 1892 ...	...	...	...	436 tons.	...	9 cwt.
" " 1893 ...	...	...	...	1558 "	...	6 "
" " 1894 ...	...	...	...	2208 "	...	3 "
" " 1895 ...	..	...	...	1483 "	...	3 "
				5686 "		1 "

To which must be added about 200 tons, which will probably be consumed on the voyage to England. This gives a Grand Total of 5886 tons, 1 cwt.

FISHING.

Salmon caught 352.

Heaviest salmon 21-lbs., caught in Fortou river.

Sea trout, largest catch in one day, 157, weights ranging from 1-lb. to 3½ lbs.
Largest trout weighing 4½-lbs.

OUR GAME BAG.

<i>Snipe.</i>	<i>Grouse.</i>	<i>Woodcock.</i>	<i>Duck.</i>	<i>Plover, &c.</i>	<i>Caribou.</i>	<i>Bear.</i>
275	608	13	15	23	18	2

CRUISE OF H.M.S. CLEOPATRA.

135

MOVEMENTS OF THE SHIP DURING THE COMMISSION.

<i>Sailed from</i> 1892.	<i>Arrived at</i>	<i>Sailed from</i>	<i>Arrived at</i>
Plymouth Nov. 3rd	Madeira Nov. 11th	Port-au-choix, Sep. 16th	Forteau Sept. 17th
Madeira " 14th	Bermuda Dec. 7th	Forteau " 18th	Red Bay " 18th
1893.		Red Bay " 19th	Chateau " 19th
Bermuda Jan. 4th	Antigua Jan. 11th	Chateau " 21st	Port Marnham " 21st
Antigua " 15th	Dominica " 17th	Port Marnham " 22nd	Canada Bay " 23rd
Dominica " 19th	St. Lucia " 20th	Canada Bay " 28th	Twillingate " 28th
St. Lucia " 23rd	St. Vincent " 24th	Twillingate " 29th	Harbour Grace " 30th
St. Vincent " 25th	Barbados " 26th	Harbour Grace Oct. 2nd	St. John's Oct. 2d
Barbados Feb. 3rd	Grenada Feb. 4th	St. John's Oct. 13th	Sydney, C.B., Oct. 15th
Grenada " 6th	Trinidad " 8th	Sydney " 17th	Halifax " 18th
Trinidad " 12th	Jamaica " 17th	Halifax " 31st	Bermuda Nov. 3rd
Jamaica " 21st	Bermuda " 28th	1894.	
Bermuda April 25th	Halifax April 30th	Bermuda Jan. 4th	Antigua Jan. 10th
Halifax May 16th	St. Pierre May 19th	Antigua " 16th	St. Kitt's " 16th
St. Pierre " 19th	St. John's " 20th	St. Kitt's " 19th	Nevis " 19th
St. John's June 6th	Bay St. George June 8th	Nevis " 20th	Montserrat " 20th
Bay St. George " 12th	Port-au-Port " 13th	Montserrat " 22nd	Dominica " 23rd
Port-au-Port " 14th	Bay of Islands " 14th	Dominica " 26th	St. Lucia " 26th
Bay of Islands " 15th	Bonne Bay " 15th	St. Lucia " 30th	St. Vincent " 30th
Bonne Bay " 16th	Port Saunders " 16th	St. Vincent, Feb. 2nd	Barbados Feb. 3rd
Port Saunders " 17th	Forteau " 17th	Barbados " 11th	Colon " 18th
Forteau " 19th	St. Lunaire " 19th	Colon " 20th	Greytown " 22nd
St. Lunaire " 20th	Hare Bay " 20th	Greytown " 24th	Bluefields " 25th
Hare Bay " 23rd	Conche " 23rd	Bluefields " 27th	Colon Mar. 1st
Conche June 26th	Harbour Grace June 27th	Colon Mar. 2nd	Greytown " 3rd
Harbour Grace " 29th	St. John's " 29th	Greytown " 3rd	Bluefields " 4th
St. John's July 17th	Canada Bay July 20th	Bluefields " 5th	Greytown " 5th
Canada Bay " 24th	Hare Bay " 24th	Greytown " 6th	Bluefields " 7th
Hare Bay " 29th	Forteau " 30th	Bluefields " 18th	Corn Island " 19th
Forteau Aug. 3rd	Old Ferole Aug. 3rd	Corn Island " 19th	Jamaica " 23rd
Old Ferole " 4th	Port Saunders " 4th	Jamaica " 27th	Bermuda April 3rd
Port Saunders " 5th	Bonne Bay " 6th	Bermuda April 29th	Halifax May 3rd
Bonne Bay " 10th	Port-au-Port " 10th	Halifax May 11th	St. John's " 14th
Port-au-Port " 11th	Bay St. George " 11th	St. John's May 26th	St. Pierre May 27th
Bay St. George " 14th	St. John's " 19th	St. Pierre " 28th	Bay St. George " 30th
St. John's Sept. 7th	Placentia Sept. 9th	Bay St. George " 31st	Port-au-Port " 31st
Placentia " 10th	Bay St. George " 12th	Port-au-Port June 2nd	Bay of Islands, June 2nd
Bay St. George " 12th	Bay of Islands " 13th	Bay of Islands " 4th	Bonne Bay " 4th
Bay of Islands " 14th	Bonne Bay " 14th	Bonne Bay " 6th	Brig Bay " 7th
Bonne Bay " 15th	Port-au-choix " 16th	Brig Bay " 8th	Harbour Grace " 15th

DISTANCES RUN IN MILES.

	<i>Under steam alone.</i>	<i>Steam and sail.</i>	<i>Sail alone.</i>
For the year 1892 ...	11,368	23,357	5,609
" " 1893 ...	40,183	54,260	5,751
" " 1894 ...	64,318	80,294	10,574
" " 1895 ...	46,879	51,317	696
	162,748	209,228	22,630

Total—394,606, to which must be added 2,450, the distance to Devonport, making a Grand Total of 397,056 miles.

COAL CONSUMED.

For the year 1892 ...	...	...	436 tons.	...	9 cwt.
" " 1893 ...	...	...	1558	"	6 "
" " 1894 ...	...	...	2208	"	3 "
" " 1895 ...	..	...	1483	"	3 "
			5686	"	1 "

To which must be added about 200 tons, which will probably be consumed on the voyage to England. This gives a Grand Total of 5886 tons, 1 cwt.

FISHING.

Salmon caught ... 352.

Heaviest salmon 21-lbs., caught in Forteau river.

Sea trout, largest catch in one day, 157, weights ranging from 1-lb. to $3\frac{1}{2}$ lbs. Largest trout weighing $4\frac{1}{2}$ -lbs.

OUR GAME BAG.

<i>Snipe.</i>	<i>Grouse.</i>	<i>Woodcock.</i>	<i>Duck.</i>	<i>Plover, &c.</i>	<i>Caribou.</i>	<i>Bear.</i>
275	608	13	15	23	18	2

Sailed from		Arrived at		Sailed from		Arrived at	
Halifax	May 16th	St. John's	" 20th	St. Kitt's	" 19th	Montserrat	" 20th
St. Pierre	" 19th	Bay St. George	June 8th	Nevis	" 20th	Dominica	" 23rd
St. John's	June 6th	Port-au-Port	" 13th	Montserrat	" 22nd	St. Lucia	" 26th
Bay St. George	" 12th	Bay of Islands	" 14th	Dominica	" 26th	St. Vincent	" 30th
Port-au-Port	" 14th	Bonne Bay	" 15th	St. Lucia	" 30th	Barbados	Feb. 3rd
Bay of Islands	" 15th	Port Saunders	" 16th	St. Vincent, Feb.	2nd	Colon	" 18th
Bonne Bay	" 16th	Forteau	" 17th	Barbados	" 11th	Greytown	" 22nd
Port Saunders	" 17th	St. Lunaire	" 19th	Colon	" 20th	Bluefields	" 25th
Forteau	" 19th	Hare Bay	" 20th	Greytown	" 24th	Colon	Mar. 1st
St. Lunaire	" 20th	Conche	" 23rd	Bluefields	" 27th	Greytown	" 3rd
Hare Bay	" 23rd	Habour Grace	June 27th	Colon	Mar. 2nd	Bluefields	" 4th
Conche	June 26th	St. John's	" 29th	Greytown	" 3rd	Greytown	" 5th
Harbour Grace	" 29th	Canada Bay	July 20th	Bluefields	" 5th	Bluefields	" 7th
St. John's	July 17th	Hare Bay	" 24th	Greytown	" 6th	Corn Island	" 19th
Canada Bay	" 24th	Forteau	" 30th	Bluefields	" 18th	Jamaica	" 23rd
Hare Bay	" 29th	Old Ferole	Aug. 3rd	Corn Island	" 19th	Bermuda	April 3rd
Forteau	Aug. 3rd	Port Saunders	" 4th	Jamaica	" 27th	Halifax	May 3rd
Old Ferole	" 4th	Bonne Bay	" 6th	Bermuda	April 29th	St. John's	" 14th
Port Saunders	" 5th	Port-au-Port	" 10th	Halifax	May 11th	St. Pierre	May 27th
Forteau	" 10th	Bay St. George	" 11th	St. John's	May 26th	Bay St. George	" 30th
Port-au-Port	" 11th	St. John's	" 19th	St. Pierre	" 28th	Port-au-Port	" 31st
Bay St. George	" 14th	Placentia	Sept. 9th	Bay St. George	" 31st	Bay of Island	June 2nd
St. John's	Sept. 7th	Bay St. George	" 12th	Port-au-Port	June 2nd	Bonne Bay	" 4th
Placentia	" 10th	Bay of Islands	" 13th	Bay of Islands	" 4th	Brig Bay	" 7th
Bay St. George	" 12th	Bonne Bay	" 14th	Bonne Bay	" 6th	Harbour Grace	" 15th
Bay of Islands	" 14th	Port-au-choix	" 16th	Brig Bay	" 8th		
Bonne Bay	" 15th						

MOVEMENTS OF THE SHIP DURING THE COMMISSION.

<i>Sailed from</i>	<i>Arrived at</i>	<i>Sailed from</i>	<i>Arrived at</i>
Harb. Grace June 18th	St. John's June 18th	Dominica Jan. 17th	St. Lucia Jan. 18th
St. John's July 21st	Cremaillere July 24th	St. Lucia " 18th	St. Vincent " 19th
Cremaillere " 25th	Hare Bay " 25th	St. Vincent " 23rd	Barbados " 24th
Hare Bay " 30th	Pompey Island " 31st	Barbados Feb. 1st	Grenada Feb. 2nd
Pompey Island, Aug. 1st	Indian Harbour Aug. 1st	Grenada " 4th	Trinidad " 5th
Indian Harbour " 3rd	Rigolette " 3rd	Trinidad " 11th	Jamaica " 15th
Rigolette " 4th	Gready Harbour " 4th	Jamaica " 23rd	Bermuda March 3rd
Gready Harbour " 5th	Forteau " 6th	Bermuda April 25th	Halifax April 29th
Forteau " 9th	Port-au-Choix " 9th	Halifax May 4th	St. John's May 7th
Port-au-Choix " 10th	Hawke Bay " 10th	St. John's " 21st	Conche " 24th
Hawke Bay " 11th	Bonne Bay " 11th	Conche " 27th	St. Lunaire " 27th
Bonne Bay " 13th	Port-au-Port " 14th	St. Lunaire " 28th	Red Bay " 28th
Port-au-Port " 15th	Bay St. George " 16th	Red Bay " 29th	Forteau " 29th
Bay St. George " 16th	St. John's " 19th	Forteau " 30th	St. Barbe s " 30th
St. John's Sept. 10th	Twillingate Sept. 11th	St. Barbe's " 31st	Bonne Bay June 1st
Twillingate " 12th	Canada Bay " 14th	Bonne Bay June 3rd	Lark Harbour " 3rd
Canada Bay " 18th	St. Anthony " 18th	Lark Harbour " 4th	Bay St. George " 5th
St. Anthony " 19th	Chateau " 19th	Bay St. George " 8th	Bonne Bay " 9th
Chateau Sept. 22nd	Blanc Sablon, Sept. 22nd	Bonne Bay " 10th	St. Anthony " 12th
Blanc Sablon " 24th	Port-au-Choix " 24th	St. Anthony " 13th	Great Islets Harb " 13th
Port-au-choix " 25th	Bonne Bay " 25th	Great Islets Harb " 15th	Twillingate " 16th
Bonne Bay " 28th	Bay St. George " 29th	Twillingate " 16th	Harbour Grace " 18th
Bay St. George, Oct. 1st	St. John's Oct. 4th	Harbour Grace " 19th	St. John's " 19th
St. John's " 16th	Halifax " 19th	St. John's July 13th	Hare Bay July 15th
Halifax " 26th	Bermuda " 31st	Hare Bay " 20th	St. Anthony " 29th
Bermuda Nov. 3rd	Barbados Nov. 11th	St. Anthony July 22nd	St. John's July 24th
Barbados " 12th	Grenada " 13th	St. John's " 30th	Bay St. George, Aug. 2nd
Grenada " 16th	St. Vincent " 18th	Bay St. George, Aug. 5th	Bonne Bay " 6th
St. Vincent " 21st	St. Lucia " 21st	Bonne Bay " 10th	Port Saunders " 11th
St. Lucia " 27th	Dominica " 29th	Port Saunders " 15th	Port-au-Choix " 15th
Dominica Dec. 1st	Montserrat Dec. 2nd	Port-au-Choix " 16th	Forteau " 16th
Montserrat " 5th	Tortola " 5th	Forteau " 19th	Chateau " 19th
Tortola " 6th	St. Thomas " 7th	Chateau " 21st	Indian Harbour " 22nd
St. Thomas " 10th	San Juan " 11th	Indian Harbour " 23rd	Cremaillere " 24th
San Juan " 11th	Arroyo " 12th	Cremaillere " 26th	Hare Bay " 26th
Arroyo " 12th	St. Kitt's " 14th	Hare Bay " 27th	Conche " 27th
St. Kitt's " 17th	English Harbour " 18th	Conche " 28th	Twillingate " 29th
English Harbour " 23rd	San Domingo " 26th	Twillingate " 31st	St. John's Sept. 1st
San Domingo " 26th	St. Thomas " 28th	St. John's Sept. 21st	Twillingate " 22nd
St. Thomas " 31st		Twillingate " 23rd	Conche " 23rd
1895.	Antigua Jan. 2nd	Conche " 24th	St. Lunaire " 24th
Antigua Jan. 9th	St. Kitt's " 9th	St. Lunaire " 25th	Chateau " 25th
St. Kitt's " 13th	Dominica " 14th	Chateau " 28th	Forteau " 28th
		Forteau " 29th	Bonne Bay " 30th
		Bonne Bay Oct. 1st	Bay of Islands, Oct. 1st
		Bay of Islands " 2nd	Bay St. George " 3rd
		Bay St. George " 5th	St. John's " 8th
		St. John's " 16th	Halifax " 21st
		Halifax " 30th	Devonport Nov. 11th

